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American Railroad Journal.

New York Saturday, July 23, 1870.

Adjustable Gauge Car.

The adjustable gauge car, which recently ran from New York to San Francisco and back, is claimed to have proved the value of the invention, and freight, it is anticipated, can now be carried between the Atlantic and the Pacific without breaking bulk. On the outward trip the car ran over the Erie broad gauge to Buffalo; then on the Lake Shore road gauge of 4 feet 10 inches, to Cleveland; then on the compromise gauge, 4 feet 9½ inches, to Chicago; then to Council Bluffs, on the Missouri river, by the Chicago, Rock Island and Pacific gauge of 4 feet 8½ inches. The car, having been detained five days at Council Bluffs in consequence of a freshet in the Missouri, then crossed over to Omaha, whence it proceeded over the Union Pacific and Central Pacific to Sacramento, and over the West Pacific to San Francisco, making the trip in 14½ days' running time. On its return the car left San Francisco on June 21st and arrived at New York on July 8th, or in eighteen days, including delays. The patent is described as a stout steel feather, inserted in a lateral groove of the axle, in which corresponding notches are cut. The wheels have broad flanges and run from the broad to the compromise gauge, of 4 feet 9½ inches, without adjustment. In breaking gauge the car runs upon a connecting side track to adjust the wheels, which are then held in place by the notches of the axle.

Sale of a Street Railroad Franchise.

The Commissioners of the Sinking Fund put up at auction in the Governor's Room in the City Hall on the 18th inst., the right to construct and operate a horse railroad, with double tracks, commencing at the foot of 130th street, North River, through that street to Manhattan street, through Manhattan to 125th street, through 125th street to the East River; from 125th street through Third avenue, to Harlem Bridge, from Third avenue, through 130th street, to Harlem River, and from 125th street, at its intersection with Tenth avenue, northerly along said avenue to the terminus of said avenue; the road to be completed before April 28, 1872, except upon and along Tenth avenue, and along said avenue as fast as it shall be opened, graded and paved from 125th street; the franchise to be sold to the highest bidder, the successful bidder filing a bond in $250,000 that the road shall be completed and equipped within the time specified unless prevented by legal proceedings.

City Chamberlain Bradley acted as auctioneer. He stated that the successful bidder must deposit the amount within ten days, and that the rate of fare must be the same as that on the other city railroads.

The bidding commenced at $1,000, and gradually went up to $50,000, when George Law bid $51,000. Mr. Robert Squires, president of the Third Avenue Railroad Company, bid $52,000. Mr. Law bid $60,000. It was run up to $66,000 by other bidders competing with Mr. Squires, and was finally knocked down to the latter at $67,000.

Frederick and Pennsylvania Line R. R.

The Frederick (Md.) *Herald* learns from the engineer of this road, that at the present time the work is so far advanced to completion that 300 laborers could finish the whole graduation in ninety days. Within this same space of time the whole superstructure of the bridges can be completed on the plans now adopted by the company, and the ties and iron can be laid as fast as the most active iron works of the country can furnish the iron, that is, in about forty days. The troubles of the company in relation to money have been overcome, and no further trouble is anticipated on that subject. Contracts have been entered into for furnishing the iron on the most favorable terms. The work of laying the ties and rails will commence the last of September, and the whole work will be completed early in December, including everything necessary to commence the transportation of freight and passengers.

Michigan Central Railroad.

The earnings of this road for the years ending May 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$1,795,806 11	$1,914,921 75
" freight	2,755,200 48	2,634,438 87
" miscellaneous	165,286 30	157,927 35
	$4,716,292 89	$4,707,287 97
Expenses, viz:		
Repairs of road	$557,292 25	$715,759 05
" buildings	200 052 96	160,862 23
" locomotives	271,220 65	266,415 03
" cars	315,238 44	271,650 40
Locomotive service	140 445 12	147,252 14
Train "	148,241 25	159,753 18
Station "	601,703 81	627,816 41
Fuel	387,865 32	364,840 80
Oil and waste	53,017 38	54,908 69
Stationery, etc	29,698 89	44,615 45
Local taxes	104,475 60	114,083 96
Telegraph	27,682 98	38,976 81
Miscellaneous	50,008 74	49,006 75
	$2,886,943 39	$3,013,914 95
Net earnings	$1,829,349 50	$1,693,373 02

Compared with the previous year the gross earnings show a decrease of $9,004 92; with an increase in expenses of $126,971 56—making the decrease in net earnings $135,976 48.

The earnings from passengers show an increase of $119,115 64, and the earnings from freight, a decrease of $120,761 61, with a decrease in miscellaneous of $7,358 95.

Passenger earnings per mile were $6,742 68; freight, $9,276 19; miscellaneous, $556 08—total, $16,574 95; a decrease compared with the previous year of $31 71.

The expenses of operating the road (not including taxes) were $2,899,830 99, or 61.6 per cent. In 1869 they were 59 per cnt.; in 1868, 48.38 in 1867, 62.81; in 1866, 61; in 1865, 55.8; in 1864, 47.6; in 1863, 40.4; in 1862, 45.1; in 1861, 51; in 1860, 53.7. The expenses, including taxes, the past year, were 64.03 per cent., against 61.21 in 1869, 60.71 in 1868, and 65.35 in 1867.

The gross earnings of 1869-70 were $4,707,278 97; and the ordinary expenses of operating, including local taxation, and U. S. tax on dividends and receipts, $3,113,110 65—leaving for interest and dividends, $1,594,177 32; from which deduct interest and exchange paid, $276,763 56—leaving, above all expenses, $1,317,413 76. In 1868-'69, the expenses, including local and government taxes, were $3,034,444 02—showing an excess the past year of $78,666 63. The President in his report says:

These results are owing to the reduced rates on East-bound freight, and to the warfare about rates West, between the trunk roads, as they style themselves, from New York. For some months freight was carried from New York to Chicago not only without profit, but much of it at less than cost. The small crop of corn in Illinois and in the West, generally, also, last year, left but little of that great staple to be transported in bulk, to the Eastern States. The reduced rates and the extraordinary competition on all West-bound business, for some months, both affected the resources of the road and increased the proportion of the operating expenses somewhat above those of last year.

The funded debt charged upon the property of the company is now.	$3,629,998 89
Less the amount in sinking fund..	1,423,907 00
Net bonded debt.....	$2,206,091 89
The capital stock now stands at...	$13,225,844 00
Bonded debt.....	3,629,998 89
Bonded debt and stock together, at.	$16,855,832 89

—or less the amount in sinking funds, $15,431,925 89.

The bonded debt, secured by mortgage on the property of the company, has been diminished by conversion of bonds into stock, by $1,593,500, and the srock has been increased by a corresponding amount, and also by the amount of $505,000, made necessary to meet the cost of the various improvements upon the road and purchase of land, during the last three years. The largest outlay has been for land at Chicago. At that point the Illinois Central, Michigan Central, and the Chicago, Burlington and Quincy Railroads do their passenger business at the same depot, and the two first named companies do their freight business on grounds adjacent to each other. The expansion of the business of these companies has been such that the grounds occupied by them have become inadequate for its convenient transaction. At its last session, the Legislature of Illinois, on the application of the three companies, passed an Act, selling a portion of the unoccupied public ground, immediately south of the passenger house of the Illinois and Michigan Central companies, for the purpose of enabling the three companies to erect thereon a new passenger station, upon the payment of $800,000 to the city of Chicago.

The first payment has been made by the companies, each paying one-third of the purchase money.

There have been expended, during the last three years, from the earnings of the road, in addition to this sum, about $550,000 in the improvement of the rolling stock and equipment of the road, and new freight buildings, and other necessary expenditures of a similar nature.

Of these amounts, thus expended for lands and improvements $312,779 have been paid during the past year.

Some of the items of this large expenditure, aside from those mentioned, have been for blue line cars, $177,888; ordinary freight, and first and second class passenger cars, 1$54,290; new additional freight house at Jackson, $33,800; locomotives, $171,000.

All these expenditures have seemed to be absolutely requisite to enable the company to meet the demands upon it by the changed mode of doing through freight business, and its increased and increasing volume, as well as also to meet the demands of passenger travel arising from the greatly improved style of cars which recent progress has made a necessity. The equipment of the road and its track and road-bed were never, it is believed, in a better condition than at the present time.

The largest amount of the funded debt of the company, secured by its mortgage at any time, was $8,000,000. At the time the mortgage to secure the debt was made, there had been issued bonds to the amount of $4,840,000. The mortgage was to secure that amount and such further amount as might be issued, not exceeding in all $8,000,000.

The mortgage provided for a sinking fund for the bonds which might thereafter be issued, of $60,000 per annum, it being thought that those having been withdrawn or provided for by the operation of the fund, the mortgage would be adequate security for the $4,840,000 theretofore issued. Subsequently, the sinking fund was enlarged by $24,000 to provide for retiring $1,274,000 bonds reissued, making the total amount of bonds provided for by sinking funds, $4,334,000. There have been purchased with this fund of the bonds to be paid for by it, $639,000. But the bonds having risen in value above the limit, 110, at which trustees were authorized to buy them, the fund has for some years been invested in other securities, until it amounts altogether to $1,423,907.

By the authority given in the mortgage to convert bonds into stock, and by payments of maturing bonds, the total bonded debt of the company has been reduced from $8,000,000 to $3,629,988; and of the bonds for which the sinking fund was provided, there remains outstanding, aside from those in the fund of the $4,434,000, only $2,070 500; and for the payment of $784,907 of this, there is value in the sinking fund, leaving of the bonds liable to be retired or paid for by that fund, $1,285,593.

It will be seen, then, that more than half the whole mortgage debt has been paid by other means than this fund; that more than half the bonds for which the fund was provided have been paid out of other means of the company; and that a fund of $784,907 has accumulated to sink or pay a part of the remainder.

This fund, bearing generally eight per cent. interest semi-annually, regularly invested as it accumulates, will amount to about enough at the maturity of the bonds it is intended to pay, to extinguish the principal which will be then due.

In these circumstances, with so large an amount of the debt paid from other means,—in other words paid so much in anticipation of the time when they could be retired by the sinking fund, and with so few remaining unpaid, and with an adequate fund to provide for them,—it has been deemed by the Board that it was not improper to cease paying money into that fund to accumulate in other securities to a larger amount than is necessary for the ultimate payment of bonds to be provided for, and worth in the market for some time past twenty or twenty-five per cent. above par. They have accordingly, for the present directed that no more shall be paid into that fund, deeming this to be not unjust or wanting in faith to the bondholders, and due to the stockholders of the company.

The first use of steel rails in the track was not calculated to inspire great confidence in their value beyond that of iron. Frequent breakages in the early period of their use led us to doubt their permanency. There seemed to be much inequality in the temper of the rails. This, however, was limited to a comparatively small number, and since the first few months no rail was broken. Those which stood the test are, after three years use, at points where the wear is the greatest, apparently as perfect as when put into the track. We are fully prepared to advise the substitution of steel for iron as fast as a due regard to the finances of the company will admit.

The extraordinary ease with which money is obtained for railway enterprises, stimulated also by aid from municipalities, has started into life many new railroad companies in Michigan, as well as elsewhere in this country. For many years the State had been, so far as railway improvement is concerned, comparatively stationary, while in its population and wealth, and in all other respects, its progress had been very great. The completion and success of the Jackson, Lansing and Saginaw road gave confidence in the value of railroads in the State. The result of these causes has been a multitude of projected roads, some meritorious, but probably the greater number of but little value. At a time, however, when capital is advanced with so little discrimination for investment in railway securities, it is not the most meritorious projects which are first carried out; and want of merit is by no means a reason why a railroad may not be constructed. These roads cannot be built without affecting, in a greater or less degree, favorably or otherwise, the old established roads and their business. Among them, some have been planned, which might considerably affect the prosperity of this company by contributing to or taking from its business as they might become tributary to this road or those of other companies. It has been our policy, so far as we deemed it judicious and wise, to aid such as might contribute to increase the business of our road, and in so doing secure them for friends and allies, thus making them permanently beneficial to this company.

This was the inducement to aid the Jackson, Lansing and Saginaw road, now a valuable contributor to our business. The same motive induced the aid to the Grand River Valley road from Jackson to Grand Rapids, a distance of ninety-four miles. It runs west and north, averaging about an equal distance from this and the road of the Detroit and Milwaukee Company, and through the county seats between the two roads, and about twenty-five miles north of our line. Its eastern terminus is upon the grounds of this company at Jackson. The cost of this road considerably exceeded the amount provided for its construction, and direct aid to complete it became necessary. This, perhaps, induced the company owning it to propose an arrangement by which this company should acquire a right to work and manage that road, under an agreement in the nature of a lease, and as a consideration among others, to advance the requisite money to complete it to Grand Rapids. The position of the road, its probable future value as a feeder to that of this company, and the fact that its business will mainly pass over it for a distance of seventy-six miles, between Jackson and Detroit, made such a case that, upon the maturest consideration, the Board deemed it for the interest of the stockholders that the proposition made should be accepted. The terms were, that this company should advance the required money, pay interest, on its outstanding bonds, and after three years pay a rental which should be equivalent at five per cent. upon its capital stock, guarantied not to exceed $500,000 and being actually somethi less. The debt of the company is $1,500,000, at 8 per cent. interest. The road has been inadequately equipped with cars and locomotive power. The amount which this company has advanced, in consideration of this arrangement to complete and further equip the road, and for all purposes connected with it, has been $339,173 29. Of this sum, about $100,000 has been for additional equipment and for supplies and materials on hand at the time of the transfer of the road to our possession. Though it has been in working order for only a short period, and as yet hardly in order to do a full business, with a country new to a railroad, it is earning a fair revenue and contributing a large amount of business to the road of this company.

Another enterprise also in the section of the country south of our road, undertaken by the communities through which it runs, is the Michigan Air Line Railroad. It was devised as another through line or route from Chicago to Buffalo in

connection with contemplated roads in Canada, crossing, at some point, the St. Clair River. It had made considerable progress in its work, and so much money had been expended it had become evident that, whether valuable or not, in some hands it would probably work its way through. It could not, it is believed, have become a road of much, if any, value in itself, if completed. There was a portion of it, however, between Jackson and Niles, being nearly an air line between those points, and upon which most of its work had been done, which might be made valuable to this company. When, therefore, it became straightened for money, and applied to us for aid, with a proposition to lease that portion of its road and put it in our possession to be worked by us, finished as a first-class road and with easy grades, at a rental which should be equal to the interest on bonds which might be used in completing it, not exceeding $18,000 per mile, at 8 per cent. interest, it was deemed judicious for our interests to accede to this, also. The distance is 100 miles, and for a considerable portion of the way, the line is from 25 to 30 miles south of our road. It will command a good local business, and will have the effect of shortening our line for through travel and traffic about sixteen miles. The great anxiety of the country through which it runs, to have this part of the road completed, and the evident great interest of this company to secure the business of that valuable section of the State over its main line to Detroit, were enough to convince the Board that it would fail in its duty to the stockholders of this company, should if not assume the responsibility of consummating the arrangement, and it is believed that the best interests of all parties are subserved by it.

There are several railways in progress, affecting favorably the interests of this company. That from Jackson, southwest to Fort Wayne, is now nearly completed, and with other roads already in operation, completes the system of roads centering at Jackson, and making it the point from which radiate more railways than from any other in the State. It is destined to be a place of large business, and is already fast becoming a populous city.

From Grand Rapids, at which point the Grand River Valley road now terminates, is in progress of construction the Grand Rapids and Lake Shore road, extending by way of Muskegon to Whitehall, Pentwater and Manistee. About thirty miles of this road, nearly to Whitehall, is ready for the rail. It will probably reach Pentwater, and perhaps Manistee this year. It will be a valuable contributor to the business of this company. The Chicago and Michigan Lake Shore Railroad, now in operation from its junction with our line at New Buffalo to St. Joseph, is in progress northward, and will probably this year make its connection with the Grand Rapids and Lake Shore road, where, or about where, that road strikes the Detroit and Milwaukee line, about twenty miles west of Grand Rapids, making a continuous line from New Buffalo along the Lake shore as far north as Manistee.

These roads are both in progress, and it is the intention to connect them this year. That portion of this line north of the Grand River will do its East and West business over the Grand River Valley and Michigan Central roads, while the business of the whole line with Chicago and the West, to which the traffic and business of the whole west shore of Michigan tends, will pass to and from Chicago over the road of this company, a distance of about seventy miles. It will be apparent that this line of roads along the shore of Lake Michigan is, in a two-fold aspect, very important as contributing to the business of the roads of this company.

About three years since, for the sake of obtaining a connection with Grand Rapids from the West, this company aided the credit of the Kalamazoo, Allegan and Grand Rapids Railroad Company, to enable it to obtain money to build that road, in the anticipation of a valuable business connection with it, under the agreements by which the aid was furnished. In this we have been disappointed; the parties who made the arrangements with this company having leased that road to the Michigan Southern Railroad Company, as well as the line south of Kalamazoo to the road of that company. For a time the business between Grand Rapids and Chicago, to a considerable extent, has been lost to this company.

The Grand Rapids and Indiana Railroad, extending from Fort Wayne, in Indiana, north through Kalamazoo to Grand Rapids and the northern part of the State, and now in rapid progress, will be completed between Kalamazoo and Grand Rapids in a few months. It will furnish a shorter line between Kalamazoo and Grand Rapids by some miles, and in connection with the Michigan Central, will furnish a shorter road between Grand Rapids and Chicago, by about thirty miles. As soon as that is complete, all the advantages which this company expected to derive from the Kalamazoo, Allegan and Grand Rapids road, and more, will be restored to it. With the last named company our relations are, and are likely to continue, most friendly, because that bond of friendship which is the strongest between railroads—the mutual interest of both—binds them most strongly to each other.

The Kalamazoo and Sou h Haven Railroad, extending west from Kalamazoo in the direction of South Haven, will be a feeder to the Michigan Central road, but of less importance than those above named. On the whole, therefore, the railway development of the State has thus far tended strongly to benefit the property of this company and to add to its value presently, and in a much greater degree in the future.

The construction of a railroad from Glencoe, on the Great Western road direct to Buffalo, will open a new and valuable connection East of the Michigan Central road. Heretofore, the route to Buffalo has been circuitous, and has not yet been able to command through business. The opening of a direct line, which has now become a certainty, will enable this company to command a large traffic which tends to Buffalo, and especially in cattle and hogs. The arbitrary rates upon the New York Central placed upon this traffic, and the favors to it which it has been compelled to concede at Buffalo, where it meets the competition of the Erie, and which it has withheld at the Bridge, has driven this business to a great extent from the north shore line of roads.

The construction of the new road, now made a necessity for the Great Western, will restore the advantages to the northern route and give it all the benefits of competition between the two New York roads at Buffalo, which the unwise action of the New York Central (as we deem it) has heretofore secured for the South Shore line alone. The new road to Buffalo will be nearly an air line from Detroit, with easy grades, and trains can run over it with great speed, and it may be worked with great economy. It will be a very important improvement in the great line of roads between the East and the West.

The relative cost of operating the road, as compared with gross receipts, has been 2.6 per cent. above the previous year, while the increased tonnage carried has amounted to 2.61 per cent., and the increase of passengers has been 2.26 per cent. The outlay for road repairs has been 28.44 per cent. over the previous year. The following materials have been used in the track: 4,554 tons re-rolled rails, 3,893 tons repaired rails, 2,684 kegs spike, 108,769 ties, and 21,125 new splice joints. The re-rolled rails have laid 48.30 miles; the repaired rails, 41.30 miles; and replaced rails, 31.90 miles—total of entirely renewed track, 121.52 miles, being 42.78 per cent. of the entire road. The expense of locomotive repairs show a saving of about $5,000 over the previous year, notwithstanding an increase of 186,899 miles, or 7.46 per cent. greater distance run.

INCOME ACCOUNT.

Balance from previous year		$800,033 57
Receipts from pass.	$1,902,705 51	
" " freight.	2,618,086 50	
" " miscel.	156,866 35	
		4,677,158 36
		$5,477,191 93
Dividend 5 per cent. July 3, 1869		$775,110 00
" " " Jan. 3, 1870		646,485 00
U. S. Gov. tax on dividends		55,356 28
" " receipts		43,839 42
Expenses, including local taxes		3,013,914 95
Interest and exchange account		276,763 56
Balance to new account		895,722 72
		$5,477,191 93

The company have 100 locomotives—76 burning wood and 24 burning coal. Miles run by locomotives with passenger trains, 904,916; with freight trains, 1,115,564; working trains, 158,100; switching trains, 383,322—total miles run by locomotives, 2,561,902. Cost per mile run for repairs, enginemen, firemen and wiping, fuel, oil, waste and rags, 28.69 cents. Av. miles run to cord of wood, 34.24; to ton of coal, 38.78; to gallon of oil, 119.08. Cost of wood per cord, $3 98.34; coal, per ton, $4 20; oil per gallon, 77 cents.

The cars are classified as follows: 62 day coaches, 9 sleeping, 26 second class, 23 baggage and mail, 46 conductors, 355 stock, 758 merchandise, 237 Blue Line, 285 platform, 21 refrigerator, 112 hand, 52 rubble and 31 wood cars.

GENERAL ACCOUNT.

Construction account	$16,264,715 77
Cash on hand, and loaned on call	396,179 45
Materials on hand	248,673 48
Assets in hands of O. Macy, General Receiver	177,904 14
Assets in hands of James F. Joy, President	175,482 09
Joliet and Northern Indiana Railroad stock	168,225 00
Chicago land account	168,293 67
Jackson land account	23,911 31
Advance to Jackson, Lansing and Saginaw Railroad Company	105,000 00
Sundry accounts	49,170 85
Grand River Valley Railroad Co.	148,347 40
Michigan Air Line Railroad Co.	1,089 55
	$17,926,992 71
Capital stock	$13,225,848 00
6 per cent. sterling bonds, convertible, 1st mortgage payable Jan. 1, 1872	467,488 89
8 per ct. convertible, 1st mortgage bonds, payable Sept. 1, 1869	4,000 00
8 per ct. convertible 1st mortgage bonds, payable Oct. 1, 1882	567,000 00
8 per ct. convertible 1st mortgage bonds sinking funds, payable Oct. 1, 1882	2,591,500 00
Unpaid dividends	8,264 00
Bills payable	69,600 00
J. F. Joy, trustee Ionia and Lansing Railroad Company	97,569 10
Balance of income account	895,722 72
	$17,926,992 71

President.—JAMES F. JOY.

Vice President.—NATHANIEL THAYER.

Directors.—James F. Joy, John W. Brooks, Nathaniel Thayer, Erastus Corning, H. H. Hunnewell, George F. Talman, Moses Taylor, Sidney Bartlett, John Jacob Astor.

Treasurer.—ISAAC LIVERMORE.

Superintendent.—H. E. SARGENT.

Auditor.—WILLIAM BOOTT.

The Funding Bill.

AN ACT TO AUTHORIZE THE FUNDING OF THE NATIONAL DEBT.

SECTION 1. Be it enacted, etc., That the Secretary of the Treasury is hereby authorized to issue in a sum or sums not exceeding in the aggregate two hundred millions of dollars coupon or registered bonds of the United States in such form as he may prescribe, and of denominations of fifty dollars or some multiple of that sum, redeemable in coin of the present standard value, at the pleasure of the United States, after ten years from date of their issue and bearing interest, payable semi-annually in such coin, at the rate of five per centum; also a sum or sums not exceeding in the aggregate three hundred millions of dollars of like bonds the same in all respects, but payable at the pleasure of the United States after fifteen years from date of their issue, and bearing interest at the rate of four and a half per centum per annum; also a sum or sums not exceeding in the aggregate one thousand million dollars of like bonds, the same in all respects, but payable at the pleasure of the United States after thirty years from the date of their issue, and bearing interest at the rate of four per ceneum per annum; all of which said several classes of bonds and interest thereon shall be exempt from the payment of all taxes or duties of the United States, as well as from taxation in any form, by or under State, municipal or local authority; and the same bonds shall have set forth and expressed upon their face above specified conditions, and shall, with their coupons, be made payable at the Treasury of the United States; but nothing in this act, or any other law now in force, shall be construed to authorize any increase whatever of the bonded debt of the United States.

SEC. 2. That the Secretary of the Treasury is hereby authorized to sell and dispose of any of the bonds issued under this act at not less than their par value for coin, and to apply the proceeds thereof to the redemption of any of the bonds of the United States outstanding and known as five-twenty bonds at their par value; or he may exchange the same for such five-twenty bonds, par for par; but the bonds hereby authorized shall be used for no other purpose whatsoever; and a sum not exceeding one-half of one per centum of the bonds herein authorized is hereby appropriated to pay the expense of preparing, issuing and disposing of the same.

SEC. 3. That the payment of any of the bonds hereby authorized after the expiration of the said several terms of ten, fifteen and thirty years, shall be made in amounts to be determined from time to time by the Secretary of the Treasury at his discretion; the bonds so to be paid to be distinguished and described by the dates and numbers, beginning for each successive payment with the bonds last dated and numbered; of the time of which intended payment or redemption the Secretary of the Treasury shall give public notice, and the interest on the particular bonds so selected at any time to be paid shall cease at the expiration of three months from the date of such notice.

SEC. 4. That the Secretary of the Treasury is hereby authorized with any coin in the Treasury of the United States, which he may lawfully apply to such purpose, or which may be derived from the sale of any of the bonds, the issue of which is provided for in this act, to pay at par, and cancel any six per centum bonds of the United States of the kind known as five-twenty bonds, which have become, or shall hereafter become, redeemable by the terms of their issue; but the particular bonds so to be paid and canceled shall, in all cases, be indicated and specified by class, date and number, in the order of their number and issue, beginning with the first-numbered and issued. Public notice of such payment shall be given by the Secretary of the Treasury, and in three months after the date of such public notice the interest on the bonds so selected and advertised shall cease.

SEC. 5. That the Secretary of the Treasury is hereby authorized at any time within two years from the passage of this act to receive gold coin of the United States on deposit for not less than thirty days in sums of not less than one hundred dollars with the Treasurer, or any Assistant Treasurer of the United States authorized by the Secretary of the Treasury to receive the same, who shall issue therefor certificates of deposit made in such form as the Secretary of the Treasury shall prescribe; and said certificates of deposit shall bear interest at a rate not exceeding 2½ per centum per annum; and any amount of gold coin so deposited may be withdrawn from deposit at any time after thirty days from the date of deposit, and after ten days' notice, and on the return of said certificates; provided the interest on all such deposits shall cease and determine at the pleasure of the Secretary of the Treasury; and not less than twenty-five per centum of the coin deposited for or represented by said certificates of deposit shall be retained in the Treasury for the payment of said certificates; and the excess beyond 25 per centum may be applied, at the discretion of the Secretary of the Treasury, to the payment or redemption of such outstanding bonds of the United States heretofore issued and known as five-twenty bonds, as he may designate under the provisions of the fourth section of this act; and any certificates of deposit issued as aforesaid may be received at par with the interest accrued thereon in payment for any bonds authorized to be issued by this act.

SEC. 6. That the United States bonds purchased and now held in the Treasury in accordance with the provisions relating to a sinking fund, of section five of the act entitled "An act to authorize the issue of United States notes and for the redemption or funding thereof, and for funding the floating debt of the United States," approved February 25, 1862; and all other United States bonds which have been purchased by the Secretary of the Treasury with the surplus funds in the Treasury and now held in the Treasury of the United States, shall be canceled and destroyed; a detailed record of such bonds so canceled and destroyed to be first made in the books of the Treasury Department. Any bonds hereafter applied to the said sinking fund, and all other United States bonds redeemed or paid hereafter by the United States, shall also, in like manner, be recorded, canceled and destroyed, and the amount of the bonds of each class that have been canceled and destroyed, shall be deducted respectively from the amount of each class of the outstanding debt of the United States. In addition to other amounts that may be applied to the redemption or the payment of the public debt, an amount equal to the interest on all the bonds belonging to the aforesaid sinking fund shall be applied as the Secretary of the Treasury shall from time to time direct, to the payment of the public debt as provided for in section 5 of the act aforesaid, and the amount so to be applied is hereby appropriated annually for that purpose out of the receipts for duties on imported goods.

National Bolivian Navigation Co.

AN ACT to incorporate the National Bolivian Navigation Company.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That George E. Church, William H. Reynold, Jerome B. Chaffee, S. L. M. Barlow, James S. Mackie, Charles A. Lambard, and George F. Wilson, and such other persons as may be associated with them and their successors, are created a body politic and corporate, by the name, style, and title of the National Bolivian Navigation Company, and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal. And the said corporation shall have power to own, sell, build, purchase, mortgage, and charter steam and other vessels, employ the same in navigation between the United States and the ports of South America, or upon the rivers and navigable waters of Bolivia and Brazil, and may hold such real and personal property of ev ry kind as may be necessary or useful in connection with the said business, and may, under authority of the Peruvian and Bolivian governments, engage in public works connected with such transportation, or which may become necessary in order to develop the same in, upon, or near the said rivers, and for that purpose may issue its bonds or other obligations secured by a pledge of its property and franchises: *Provided*, That the United States shall not be responsible for loss or damage resulting from the transportation of property to, or investment made in, any foreign country.

Section 2. *And be it further enacted*, That the capital stock of the said corporation shall be one million of dollars, to be divided into shares of one hundred dollars each, and said shares of stock shall be personal property transferable on the books of the company only; and said capital stock may be increased from time to time, as may be necessary, for the general purposes of said company.

Section 3. *And be it further enacted*, That the said company shall have power to make such by-laws as it deems proper for the disposition of the property and estate of the company, the management of its business and affairs, the term of office and duties of its officers and servants, and to carry out the general objects of the corporation, and to amend or to repeal the same at pleasure: *Provided*, That such by-laws shall not conflict with any law of the United States.

Section 4. *And be it further enacted*, That the stock, property, and affairs of the said corporation shall be managed by a board consisting of not more than nine or less than five directors, and they may appoint a president and such other officers, and employ such agents as they deem proper.

Section 5. *And be it further enacted*, That the corporators named in this act shall be the directors for the first year from the organization of the company, and thereafter annual elections of directors by the stockholders shall be held, at meetings to be called for that purpose, at which each share of stock present, in person or by proxy, shall be entitled to one vote, and a majority of the stock thus represented shall elect.

Section 6. *And be it further enacted*, That this act shall take effect immediately.

Section 7. *And be it further enacted*, That the principal office of the company shall be located in the city of New York, and that Congress shall have power to alter, amend, or repeal this act at any time.

Approved June 29th, 1870.

The Currency Bill.

SECTION 1. *Be it enacted, etc.*, That $54,000,000 in notes for circulation may be issued to National Banking associations in addition to the three hundred millions of dollars authorized by the twenty second section of the "Act to provide a national currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864; and the amount of notes so provided shall be furnished to Banking associations, organized or to be organized in those States and Territories having less than their proportion under the apportionment contemplated by the provisions of the "Act to amend an act to provide a national currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved March 3, 1865, and the bonds deposited with the Treasurer of the United States to secure the additional circulating notes herein authorized shall be, of any description of bonds of the United States bearing interest in coin; but a new apportionment of the increased circulation herein provided for shall be made as soon as practicable, based upon the census of 1870; provided, that if application for the circulation herein authorized shall not be made within one year after the passage of this act by banking as-

sociations organized or to be organized in States having less than their proportion, it shall be lawful for the Comptroller of the Currency to issue such circulation to banking associations applying for the same in other States or Territories having less than their proportion, giving the preference to such as have the greatest deficiency. And provided, further, that no banking association hereafter organized shall have a circulation in excess of $500,000.

SEC. 2. *And be it further enacted*, That at the end of each month, after the passage of this act, it shall be the duty of the Comptroller of the Currency to report to the Secretary of the Treasury the amount of circulating notes issued, under the provisions of the preceding section, to national banking associations during the previous month; whereupon the Secretary of the Treasury shall redeem and cancel an amount of the three per centum temporary loan certificates issued under the acts of March 2, 1867, and July 25th, 1868, not less than the amount of circulating notes so reported, and may, if necessary, in order to procure the presentation of such temporary loan certificates for redemption, give notice to the holders thereof, by publication or otherwise, that certain of said certificates, which shall be designated by number, and they shall not be counted as part of the reserve of any banking association.

SEC. 3. *And be it further enacted*, That upon the deposit of any United States bonds, bearing interest payable in gold, with the Treasurer of the United States, in the manner prescribed in the nineteenth and twentieth sections of the National Currency act, it shall be lawful for the Comptroller of the Currency to issue to the association making the same circulating notes of different denominations not less than five dollars, not exceeding in amount eighty per centum of the par value of the bonds deposited, which notes shall bear upon their face the promise of the association to which they are issued to pay them, upon presentation at the office of the association, in gold coin of the United States, and shall be redeemable upon such presentation in gold coin; provided that no banking association organized under this section shall have a circulation in excess of one million of dollars.

SEC. 4. *And be it further enacted*, That every National Banking association formed under the provisions of the preceding section of this act shall at all times keep on hand not less than twenty five per cent. of its outstanding circulation in gold coin of the United States, and shall receive at par in the payment of debts the gold notes of every other such banking association which at the time of such payments shall be redeeming its circulating notes in gold coin of the United States.

SEC. 5. *And be it further enacted*, That every association organized for the purpose of issuing gold notes as provided in this act shall be subject to all the requirements and provisions of the National Currency act except the first clause of section twenty-two, which limits the circulation of national banking associations to three hundred millions of dollars; the first clause of section thirty-two, which, taken in connection with the preceding section, would require national banking associations organized in the city of San Francisco to redeem their circulating notes at par in the city of New York; and the last clause of section thirty-two, which requires every national banking association to receive in payment of debts the notes of every other national banking association at par; provided that in applying the provisions and requirements of said act to banking associations herein provided for the terms "lawful money," and "lawful money of the United States" shall be held and construed to mean gold or silver coin of the United States.

SEC. 6. *And be it further enacted*, That to secure a more equitable distribution of the national banking currency there may be issued circulating notes to banking associations organized in the States and Territories having less than their proportion as herein set forth. And the amount of circulation in this section shall, under the direction of the Secretary of the Treasury, as it may be required for this purpose, be withdrawn, as herein provided, from banking associations organized in States having a circulation exceeding that provided for by the act entitled "An act to amend an act entitled 'An act to provide for a national banking currency secured by pledge of United States bonds, and to provide for the circulation and redemption thereof,'" approved March 3, 1865; but the amount so withdrawn shall not exceed $25,000,000. The Comptroller of the Currency shall, under the direction of the Secretary of the Treasury, make a statement showing the amount of circulation in each State and Territory, and the amount to be retired by each banking association, in accordance with this section, and shall, when such redistribution of circulation is required, make a requisition for such amount upon such banks, commencing with the banks having a circulation exceeding $1,000,000 in States having an excess of circulation and withdrawing their circulation in excess of $1,000,000, and then proceeding *pro rata* with other banks having a circulation exceeding $300,000 in States having the largest excess of circulation, and reducing the circulation of such banks in States having the greatest proportion in excess, leaving undisturbed the banks in States having a smaller proportion until those in greater excess have been reduced to the same grade, and continuing thus to make the reduction provided for by this act, until the full amount of $25,000,000 herein provided for shall be withdrawn; and the circulation so withdrawn shall be distributed among the States and Territories having less than their proportion, so as to equalize the same. And it shall be the duty of the Comptroller of the Currency, under the direction of the Secretary of the Treasury, forthwith to make a requisition for the amount thereof upon the banks above indicated as herein described. And upon failure of such associations, or any of them, to return the amount so required within one year, it shall be the duty of the Comptroller of the Currency to sell at public auction, having given 20 days' notice thereof in one daily newspaper printed in Washington and one in New York city, an amount of the bonds deposited by said association as security for said circulation equal to the circulation to be withdrawn from said association and not returned in compliance with such requisition; and the Comptroller of the Currency shall with the proceeds redeem so many of the notes of said banking association as they come into the Treasury as will equal the amount required and not so returned, and shall pay the balance, if any to such banking association; provided that no circulation shall be withdrawn under the provisions of this section until after the $54,000,000 granted in the first section shall have been taken up.

SEC. 7. *And be it further enacted*, That after the expiration of six months from the passage of this act any banking association located in any State having more than its proportion of circulation may be removed to any State having less than its proportion of circulation, under such rules and regulations as the Comptroller of the Currency, with the approval of the Secretary of the Treasury, may require; provided that the amount of the issue of said banks shall not be deducted from the amount of the new issue provided for in this act.

The following named States and Territories will be entitled to the $54,000,000 additional circulation, under the new currency act, in the proportion below named: Virginia, $4,915,985; West Virginia, $457,770; Illinois, $1,079,572; Michigan, $786,776; Wisconsin, $2,117,939; Iowa, $681,363; Kansas, $174,712; Missouri, $3,000,412; Kentucky, $4,651,349; Tennessee, $4,331,769; Louisiana, $5,425,193; Mississippi, $2,980,470; Nebraska, $6,576; Georgia, $4,681,728; North Carolina, $4,098,628; South Carolina, $4,216,838; Alabama, $4,081,212; Oregon, $161,273; Texas, $2,032,194; Arkansas, $1,455,519; Utah, $58,332; California, $1,717,388; Florida, $546,442; Dakota, $15,441; New Mexico, $277,939; Washington Territory, $47,180; total, $54,000,000.

Honduras Inter-oceanic Railway.

Owing to the success of the recent Honduras Loan of 2,500,000*l.*, raised for the completion of this railway, the Honduras Minister gave a banquet at the Star and Garter Hotel, Richmond, on Saturday. It was stated that this great work was rapidly approaching completion, and before long the locomotive would complete the communication between the Atlantic and Pacific Oceans, bringing Europe thousands of miles nearer to Western America, China, and Japan. In 1853 Mr. Squier undertook to make a practical use of the pass in the Cordilleras, organised a small corps of engineers, and made preliminary survey of this transverse valley, and after considerable difficulty a thorough survey of the proposed railway was effected and afterwards verified by a detachment of Royal Engineers, under Colonel Stanton. The British Government entered into a treaty with Honduras guaranteeing the neutrality, &c., of the projected road, which guarantee was likewise assured by France and the United States. The road lay in abeyance until 1868, when, under the auspices of Messrs. Gutierrez and Herran, Ministers respectively in England and France, it was revived, and a Government loan of 1,000,000*l.* raised to carry out the scheme, and the first section of 60 miles in length, would be completed on 1st October next. The remaining two sections were now under contract, and were to be completed and equipped in 1872.—*London Railway Times, July* 2.

Railways in Italy.

A section from Catenanuovo to Raddusa on the Calabro-Sicilian, 10¾ miles in length, was opened for traffic on Saturday. In the course of this month another section from Bianconuova to Roccella, 23¼ miles in length, will also probably be opened. On the line from Palermo to Lercara only 75 miles now remain to be constructed; the greater part of the works are to be completed, and everything is expected to be finished in two or three months. The South Italian has completed its Starza tunnel; the Cristina tunnel will however, not be finished until towards the close of next year. The Foggia and Naples line has been opened for its whole length since May 27, however, by means of a temporary deviation. This is a fact of considerable importance to the company in connection with the establishment of direct communication between Upper Italy and Naples, and by consequence between France and Germany and the last-mentioned town.

☞ At a recent meeting of the Directors of the Baltimore and Potomac Company J. N. Dubarry, Esq., was elected Vice President. He occupies the same position in the Northern Central Company, and is an officer of considerable experience.

☞ The contract for building the tunnel in Washington, for the Baltimore and Potomac Railroad has been awarded to Messrs. McLaughlin, Reynolds & Co., and sections of grading to John McCampbell & Bro. and Hugh McCaffrey. The tunnel in Washington when completed will be 1,500 feet in length.

☞ The West Wisconsin Railroad has been completed as far as Richardson Corners, eight miles beyond Augusta. This leaves but 16 miles between the present terminus and Eau Claire.

☞ The Commissioners of Washington County, Md., are now paying the interest coupons on the county subscription of $300,000 to the Western Maryland Railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point. 100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ..100	5,545,225	.....	.....
Atlantic & Gt. Western .. 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq..100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A.J&O	July'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont.100	459,600	.....	.....
Do., do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4 076,974	J. & J.	July '70 5
Boston and Providence ..100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	Nov.'69 3
Brooklyn City & Newt'n.100	399,800	.....	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl. 70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	721,926	J. & J.	July '70 5
Cape May and Millvi le* 50	447,000	J. & D.	June' 70 3
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J	Jan. '70 5
Central of New Jersey...100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July '70 2
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref..100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western...100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific...100	16,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*.. 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg.. 50	5,958,775	J A J &O	Apl.'70 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen.100	10,460,900	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord..... 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passumpsic Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	July '70 5
Cumberland Valley 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ..100	400,000	.....	.....
Dayton and Michigan*....100	2,390,646	.....	.....
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Det., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City.100	1,673,641	J. & J.	July'70 3½
Do do. pref 100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	.....	July '70 3
East Tenn. and Georgia...100	1,290,067	.....	.....
East Tenn. and Virginia..100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ..100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg.....100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	July '70 3
Hannibal and St. Joseph.100	3,000,000	.....	Aug'70 3½
Do. do pref.100	5,253,830	.....	Aug.'70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top .. 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind...100	2,000,000	J. & J.	Jan. '63 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ..100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 326,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	16,731,400	J.A.J&O	Jul. '70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati.... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July'70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien.100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,168	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. 70 3½
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point.100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	.....	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton.100	500,000	J. & J.	July '70 4
New Haven & N. London.100	738,538	.....	.....
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern...100	895,000	.....	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	.....	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	.....	.....
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan.'70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May.'70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,.100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500,000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	July'70 2½
Old Colony & Newport ...100	4.848,320	J. & J.	July '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....	7,000,000	J.A.J&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*.100	1,200,000	.....	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 8
Portland and Kennebec....100	582,300	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester.100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga .100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ..100	2,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome,Watert. and Og'nb.100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	.....	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute.100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand. Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 6
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200	.....	.....
Second Avenue (N. Y.)...100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia..100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,180	.....	.....
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.)....100	1,750,000	.....	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'70 3
Tol., Peoria and Warsaw.100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	J anuary,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	11,700,000	.....	.....
" " pref 100	1,000,000	M. & N.	May'70 3½
Troy and Boston 100	607,111	.....	.....
Troy and Greenbush*....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.).100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River 100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian..100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee..100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1.209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	July'70 3
Warren.....100	1,547,650	.....	..... 3½
Worcester and Nashua .. 75	1 522,500	J. & J.	Jul.'70 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb.'70 4
Delaware and Hudson....100	10,000,000	F. & A	Aug.'70 5
Delaware and Raritan....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water.... 50	2,002,746	.....	.....
Union..... 50	.....	.....	.....
" preferred 50	2,907,850	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p...100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph.100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal..... —	.....	J & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	June'70 3
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	293,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
1870	331,568	313,325	383,799	521,036	761,285	632,710	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	553,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	323,825	344,366	334,653	395,044	411,986	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	388,386	449,932	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 100
1870	401,275	449,655	500,393	443,300	507,900	529,512	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,967	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,636	1,212,081	1,154,520	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	230,169	274,021	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	614,374	597,571	695,253	759,215	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,054	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,931,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,694	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	338,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	596,563	7,250 669
1870	396,171	382,823	377,000	443,133	730,700	755,737	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,519
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	792,685	10.038 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,687,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,560	617,585	758,467	857,332	837,388	716,829	5,700,183
1870	528,529	500,139	539,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities July 1, 1870.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	....
.. .. coupon		5	" "	1874	105½
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 .....registered	282,733,100	6	" "	1881	112½
..... coupon		6	" "	1881	112½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	109
.. .. .. (5-20s).....coupon		6	" "	1882	108¾
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	109
.. .. .. (5-20s).....coupon		6	" "	1884	108¾
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	109
.. .. .. (5-20s).....coupon		6	" "	1884	108¾
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	108½
.. .. .. (5-20s).....coupon		6	" "	1885	109½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	108
.. .. .. (5-20s).....coupon		6	" "	1886	107¾
.. .. 3d series (5-20s)...registered	379,602,350	6	" "	1887	109
.. .. .. (5-20s).....coupon		6	" "	1887	107½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	108¾
.. .. .. (5-20s).....coupon		6	" "	1888	108¾
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106¾
.. .. .. (10-40s) ....coupon		5	" "	1904	106¾
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	111
Certificates of Mar. 2, 1867, and July 25, 1868..	45,545 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	253,472	var	.....	Due.	....
Treasury Notes (7-30s).....	661,000	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,152,910	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,106,256	*nil.*	.....	Dem.	....
Fractional Currency	39,878,684	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	...
.. — .. .. (new).....	660,200	8	" "	'94-'95	100
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	99½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	...
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	93
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	85½
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	70
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	..
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	95½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	73½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97¾
.. —War Loan of 1861.....	800,000	6	"	1871	101¾
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	98¾
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	102½
.. —South Relief Loan of 1867.....	100,000	6	"	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	98
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106⅞
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	111½
.. —	50,000	6	" "	1877	105½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	114½
.. —	650,000	6	" "	'72-'73	109½
.. —	720,000	6	" "	'74-'75	107½
.. —	1,430,000	6	" "	1876	108½
.. — .. .. 1862.....	600,000	5	" "	'77-'78	98½
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	97½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100⅛
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	93⅞
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	89½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	89
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97¾
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	108
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	108½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69-'91	51
.. — .. (new).....	3,059,045	6	" "	'92-'98	30
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1881	102½
.. — .. (").....	2,400,000	6	" "	1886	105
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	....
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	104
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	111
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	102½
.. —	7,909,600	6	" "	1877	109¾
.. —	9,273,050	6	" "	1882	112½
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	106
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	100½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101⅞
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	78¾
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	61¾
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	66
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	67
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	94
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	93½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	91½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94¾
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88¾
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	27½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Bufl. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	87½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £366,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	90
Loan for $675,000	675,000	6	" "	" "	1875	94
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	95
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	90
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	90
ape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	103
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	83
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104¾
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	93½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	102½
Funded Coupons	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	96
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	...
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	93
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	96
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1882	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	...
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	83
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	...
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension).	1,106,489	7	Jan. & July.	" "	1892	77
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	67¾
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000.	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000.	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000.	1,633,000	7	March & Sept.	" "	1881	97⅞
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	730,000	6	Feb. & Aug.	Boston.	1874	97¾
1st Mortgage. (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	95½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	96
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	92½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	83½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	103
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	91½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	96½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	96
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	99
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.).	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	93
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	94½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	109½
2d Mortgage	276,500	7	— & —	"	18—	92
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	90
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	88½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	99
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	93¾
3d Mortgage (B. & O. R. R. Co.)	140,000	6		"	1885	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69-'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	90½
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	81⅞
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	80
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70-'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	95
St. Louis Loan	700,000	6	" "	" "	'71-'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	101½
2d *M.* stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	98¾
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	91¾
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85⅞
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	89½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	94½
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72-'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93¾
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	94
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69-'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100¾
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75-'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75-'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75-'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107⅞
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77½
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	90
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98¾
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	80
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95-'99	....
Land Grant bonds for 10,000,000	7,664,000	7	April & Oct.	N.Y.&Boston	'87-'89	74
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72-'74	80
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	41½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	163½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	79
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	103
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1*st Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2*d Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "		1884	84½
3d Loan	2,000,000	6	" "	"	1897	...
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89
Convertible Loan	1,201,850	6	" "	"	1877	79½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	82½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	72
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	6½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga....New York.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	....
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,532	*			2,169,550	7,550,564	531,114		132.0				1,204,777	510,925	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*							68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				201,000	195,000			—	(Leased	to Cheshir	e.)		7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point .....Alabama.	1,200,230	*		117,052	1,232,200	47,000	6,613	31,470	86.7				351,071	111,667	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West.N.Y. Penn.& O.					30,000,000	29,999,000			505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130		285.0		43,640		603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶.N.Carolina.									94.9				1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*			2,494,900	3,483,992			150.5				1,089,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	*			194,250	20,000			15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	73[illegible]	20,361,676	379.6	6,640,721			8,724,916	2,968,809	8	100	139
Sept. 30, 1869	80.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000		377,661		1,650,000	20,000		357,661	30.0	418,895			415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.									103.5	691,644			536,033	L168,572	—	100	23½
Dec. 31, 1868	49.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803			—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*			996,150	2,244,500	824,293		67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*			332,000	700,000			59.5		41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire.....Massachusetts.	500,000	100,000			600,000			600,000						42,000	7	100	82
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346				250,000				—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837			16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	146½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	182	Boston, Clinton and Fitchburg .....Mass.	1,073,622	274,636		34,607	872,600	648,000	104.954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3		7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,7.5	—	100	3½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	134½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	—	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	147
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000			410,615	63.9	510,444	29,963,489	13,021,748	1,230,361	403,681	10	100	142½
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500				2,286,000	583,500			—	(Le	ased to E	ie.)			—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*			428,717	700,000			87.2	121,957			225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*			6,000,000	4,000,000			88.0	989,627			1,888,268	802,754	8	100	....
Dec. 31, 1868	161.2	2.1	8.7	—					Buffalo and Lake Huron.....Canada.	8,000,780	*							—				171,645		—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*			950,000	2,389,000									7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*			428,472				1.60	28,606	664,730		49,175	14,867	—	100	....
Dec. 31, 1868	—	—	—	330.0					Burl., Cedar Rapids and Minnesota.Iowa.									—						—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*			1,5 16,455	2,158,545			180.0				841,653	411,226	—	100	87½
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,[illegible] 99,969	9,865,645		728,431	165.0				7,830,525	2,527,438	10	100	116
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	*			1,109,406	990,000	75,179		60.2				325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	710,962				331,525	335,000	44,437		—				34,940	34,940	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod .....Mass.	1,277,429	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70½
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*			447,000				—	(Leased	to West J	ersey.)			6	50	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*			426,900				34.0	85,576			150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*			3,359,500	445,350			67.5	307,310			625,132	178,342	—	50	28
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110				589,110				—	(Leased	to Dela.,L	. and W.)	54,000	.....	9	100	....
Dec. 31, 1868	44.0	—	....	37.0					Cedar Falls and Minnesota .....Iowa.	3,402,000				1,701,000	1,701,000			—	(Leased	to Illinois	Central.)			—	100	....
Dec. 31, 1868	271.6	—	....	—					*Cedar Rapids and Missouri River*...Iowa.	11,131,000				7,545,000	3,586,000			—	(Leased	to Chic. a	nd N. W.)	419,848	419,843	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006		2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	—	15,000,000	3,034,675			89.0				3,729,412	1,350,220	10	100	102½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*		—	3,000,000	2,500,000	11,209		137.1		229,560	204,630	1,025,545	Loss.	6	100	24
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*		1,992,150	8,000,000	54,034,000			200.0				2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	....	....	....	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*				3,200,000			100.0						—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*			1,000,000		505,000	220,445	60.7		7,800		47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6						—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung.....New York.	400,000				380,000				—	(Leased	to Erie &	N.Centrl.)	30,000		6	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington.....S. Carolina.					391,222	261,600			40.0				61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500		109,496	53.6	495,525	4,733,511	15 801,755	718,5 6	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley .....Pennsylvania.	1,371,900	*			871,900	500,000	437,500		—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton .....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581			4,508,643	1,987,896	10	100	114½
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	160
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*			1,500,000	1,000,000			73.0						—	100	....
Dec. 31, 1868	81.3	—	....	—					Chicago, Iowa and Nebraska .....Iowa.	4,859,900				3,916,300	942,600			—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	119½
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n.Ill., Wis. & Mich.	48,753,801	*	2 017,578		31,249,259	17,290,400	317,065	1,914,655	1,156.0				13,941,343	4,881,189	10	100	82½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	112 ½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick					500,000	500,000			—						—	100	....
Jun. 30, 1867		Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*			155,000	465,000		70,456	191.0	431,581			679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—					Cincinnati and Indiana.....Ohio & Ind.	2,500,000				500,000	2,000,000			—	(Leased	to Ind., Ci	n.and Laf.		25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000				1,000,000				—	(Leased	to Kentuc	ky Centra	l.)		—	100	....
un. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*			3,003,450	2,250,000	370,634		113.0					58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000				400,000	400,000			—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—					Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258		42.0				183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*			1,669,361	1,300,000			132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	—	Cin., Richmond and Chicago.	Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	—	—	—	—	183,305	29,896	—	100	....		
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	—	Cincinnati and Zanesville	Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....		
Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	—	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	81½		
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	—	Cleveland and Mahoning	Ohio.	2,922,345	397,981	.....	.....	2,056,750	1,652,100	.....	.....	.....	(Leased	to Atl. &	Gt. Weste	rn.)	.....	8	100	....		
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	—	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283,265	.....	.....	6,300,475	3,883,500	.....	610,497	225.0	1,665,141	.....	.....	2,383,670	908,306	8	50	....		
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	—	Cleveland and Toledo	Ohio.	6,959,077	1,282,517	.....	.....	6,250,000	3,149,000	.....	.....	.....	(	Leased to	Lake Sho	re.)	.....	7	100	106		
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	—	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*	.....	.....	11,620,000	17,764,000	.....	.....	(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)	—	100	93		
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Ope	rated by	Little Mi	ami.)	.....	8	50	18¾		
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	—	Concord	New Hampshire.	1,500,000	*	.....	.....	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	151		
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	—	Concord and Claremont.	New Hampshire.	698,258	*	.....	.....	595,587	374,500	.....	.....	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....		
Mar. 31, 1869	58.0	—	3.1	—	—	—	—	—	—	Concord and Portsmouth.	N. Hampshire.	35,000	*	.....	.....	350,000	—	—	—	—	(L	eased to	Concord.)		.....	7	100	....		
May 31, 1869	110.3	—	9.8	—	13	11	7	327	—	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	120		
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	—	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	13,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	87		
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	215,000	.....	1,278,300	1,000,000	.....	.....	.....	(Leased	to Phila.	& Trent.)		.....	—	50	135¾		
Mar. 31, 1868	14.6	—	1.1	—	...	...	...	...	—	Contoocook River	New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	—	14.6	21.710	15,047	8,826	39,337	14,823	—	100	....		
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	—	Cumberland and Pennsylvania.	Maryland.	3,300,000	*	.....	.....	1,500,000	1,674,000	.....	—	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....		
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	—	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	.....	1,316,900	352,300	.....	—	74.0	226,576	.....	.....	523,993	143,479	8	50	110		
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	—	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	100,000	.....	6,124	23.8	69,630	.....	.....	170,672	51,024	10	100	....		
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin.	Ill.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....	—	(U	nder cons	truction.)		.....	—	100	....		
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	—	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	.....	.....	.....	965,853	273,497	—	100	....		
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	—	Dayton and Union	Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....		
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	.....	.....	309,276	738,000	.....	—	42.0	.....	.....	.....	139,355	loss.	—	100	....		
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	.....	.....	891,206	892,750	.....	.....	112.5	.....	.....	.....	354,270	61,942	6	100	....		
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	—	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	.....	.....	14,100,600	3,3 8,000	2,190,000	—	253.4	1,820,253	.....	.....	2,417,324	637,845	10	50	....		
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	—	Des Moines Valley	Iowa.	.....	—	.....	.....	1,820,000	2,892,000	.....	—	168.0	.....	.....	.....	.....	.....	—	100	105½		
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	—	Detroit and Milwaukee	Michigan.	9,698,548	*	.....	.....	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....		
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	—	Dover and Winnipissogee	New Hamp.	825,199	*	.....	.....	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,000	3	100	....		
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	.....	4s	100	102		
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	—	Dubuque South Western	Iowa.	1,384,312	*	.....	.....	680,372	550,000	377	.....	79.0	.....	.....	.....	176,217	.....	—	100	....		
Sept 30, 1869	41.0	—	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	.....	.....	.....	280,000	.....	.....	—	—	(I	n progres	s.)		.....	—	100	....		
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—	.....	.....	700,000	1,000,000	.....	—	—	(Leased	to Boston,	Hart. & Fis	hkill.)	.....	—	100	....		
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	2,500	.....	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)		.....	—	50	....		
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	—	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	....		
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	.....	.....	280,000	570,000	.....	—	—	(Leased	to Phila.,	Wil. & Ba	lt.)	.....	—	100	120½		
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	.....	.....	392,550	.....	.....	—	—	(Leased	to Phila.	& Readin	g.)	.....	6	50	....		
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	.....	.....	.....	1,309,200	495,900	.....	—	—	(Leased	to Phila.	& Readin	g.)	.....	7	50	....		
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	—	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	.....	140.8	.....	.....	.....	512,864	60,969	—	100	84		
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	—	East Tennessee and Virginia ¶	Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....		
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	—	Edgefield and Kentucky ¶	Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	....		
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	—	—	(Leased	to Norther	n Central.)	25,000	25,000	5	100	....		
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	—	—	(Leased	to Northe	rn Cent.)	562,934	loss.	5	50	....		
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	—	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,916	23,398,800	.....	—	845.7	7,761,579	28,455,158	817,829,190	16,721,500	2 179,395	—	100	60		
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	—	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	.....	999,600	2,577,590	.....	57,809	101.2	484,530	.....	.....	824,611	383,028	—	50	22½		
Dec. 31, 1868	35.0	—	2.2	75.0	...	...	...	...	—	European and North American ¶	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....		
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	—	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	.....	.....	20,268	108.0	182,212	171,453	63,456	166,758	35,072	—	100	....		
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	—	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	.....	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	....		
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	—	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	....		
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	—	21,759	208	150,000	238,450	17,000	—	5.8	10,881	398,465	.....	29,687	6,815	—	100	....		
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	.....	.....	90,000	—	60	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	....		
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	—	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	—	—	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	134		
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	—	Flemington	New Jersey.	375,000	—	.....	.....	150,000	100,000	125,000	—	—	(Leased	to Belvide	re Delaw	are.)	.....	—	100	....		
Dec. 31, 1868	73.0	—	2.0	....	14	13	6	168	—	*Flint and Pere Marquette*	Michigan.	.....	*	.....	.....	1,098,600	1,520,500	.....	.....	90.0	.....	245,424	119,182	381,984	189,578	—	100	....		
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	—	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	—	—	—	154.0	.....	.....	.....	.....	.....	—	100	....		
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	—	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	....		
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....		
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	.....	.....	.....	.....	1,000,000	1,500,000	.....	—	—	(In pr	ogress.)	.....	.....	.....	—	100	....		
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	—	Freehold & Jamesburg Agricultural	N.J.	329,305	*	.....	.....	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....		
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	—	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	—	52.0	.....	.....	.....	.....	.....	—	100	....		
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	—	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	.....	.....	1,003,724	491,889	6½	100	109		
Dec. 31, 1868	20.0	—	....	330.0	...	...	...	...	—	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	—	20.0	.....	.....	.....	.....	.....	—	100	....		
Dec. 31, 1868	61.0	—	....	30.0	—	—	—	—	—	Grand River Valley	Michigan.	.....	.....	.....	.....	1,000,000	1,000,000	.....	—	61.0	.....	.....	.....	.....	.....	—	100	....		
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	—	Grand Trunk ¶	Canada.	92,798,500	*	.....	.....	14,367,950	78,430,550	.....	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....		
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	—	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	.....	608,825	334.5	2,344,814	732,416	.....	3,792,310	1,781,667	3½	100	....		
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	—	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	164.3	122,712	39,149	.....	320,138	128,055	—	100	....		
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	—	*Hannibal and St. Joseph* ¶	Missouri.	.....	.....	.....	.....	7,600,000	9,760,000	.....	.....	271.0	.....	.....	.....	2,184,167	.....	—	100	....		
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	23,069	—	(Leased	to Pennsy	lvania.)		.....	—	100	112		
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	—	Hartford and New Haven	Connecticut.	3,407,285	*	.....	.....	3,300,000	927,000	.....	—	74.5	613,585	140,926	18,558,582	1,861,682	548,219	7	50	112½		
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	—	Hartford, Prov. and Fishkill	Conn., & R. I.	4,395,285	456,449	361,606	.....	2,037,939	2,055,000	.....	—	122.4	273,153	851,826	182,894	766,351	122,688	14	100	173½		
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	—	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2 000,000	291,000	121,023	101,962	119.8	.....	.....	.....	581,983	211,545	—	100	....		
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	—	Houston and Texas Central ¶	Texas.	4,600,000	*	.....	.....	2,000,000	2,600,000	140,000	—	135.0	.....	.....	.....	897,617	528,297	—	100	....		
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	—	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....		
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	—	Hudson River	New York.	19,919,537	*	.....	.....	16,020,000	4,309,220	.....	.....	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	....		
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	—	Huntingdon and Broad Top Mt.	Penn.	2,202,174	*	.....	.....	706,580	1,927,614	.....	—	58.8	191,777	.....	.....	291,564	5,882	—	50	....		
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	—	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506	—	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	134½		
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	(Is no	w operat	ing Terre	Haute,	Alton &	St. Lo	uis R.	R.)	.....	.....	.....	—	100	....		
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	—	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	.....	.....	302.5	.....	.....	.....	.....	.....	—	50	37		
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	—	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	237,250	.....	.....	.....	.....	—	100	....		
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....		
Jun. 30, 1868	13.0	—	....	....	4	2	—	64	—	Iron	Ohio.	314,897	*	.....	.....	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	....		
Oct. 31, 1869	10.0	1.0	4.0	—	2	—	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	.....	400,000	130,000	.....	—	11.0	.....	.....	.....	32,361	22,727	—	50	....		
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	—	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,106	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	....		
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	—	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	.....	.....	1,063,524	284,955	—	100	67		
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	91		
Dec 31, 1868	45.0	—	....	—	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased	to Michig	an Central	.)	.....	8	100	....		
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	.....	.....	180,250	800,000	.....	—	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	....		
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	—	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,159,000	.....	—	99.0	.....	.....	.....	.....	.....	—	100	....		
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	—	Keokuk and St. Paul	Iowa	750,000	*	.....	.....	250,000	500,000	.....	—	25.0	(Own	ed by Chic	ago Burlin	gton & Q	uincy.)	—	100	....		
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	—	Knoxville and Charleston ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	—	16.0	.....	.....	.....	.....	.....	—	100	....		
Dec 31, 1868	31.0	—	113	34.0	2	3	1	20	—	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	—	31.0	.....	.....	.....	.....	.....	—	100	....		
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	—	Lackawanna and Bloomsburg	Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,04[illegible]	.....	.....	966,832	35[illegible]	—	50	....		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	109	92¼
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le		high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748.960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	115
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	92
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	—	.....	.....	223,440	—	.....	.....	9.0	.....	.....	.....	55,463	13,871	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 2 0	659,155	Loss.	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington.Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,[illegible]	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70¾
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.... Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick .....Georgia.	864,710	196,641	.....	—	1,315,597	275,000	.....	—	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,7[illegible]	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	278	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	....	....	....	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	134
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Ow	ned by Co	ncord.)	—	—	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	2,275,356	310,329	—	—	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	—	130.6	313,874	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	118
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	—	.....	.....	108,502	212,300	38,886	—	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	109,918	—	.....	.....	95,750	—	14,168	—	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	60¾
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	.....	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	102
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	—	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	18	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	89¼
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	—	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	140¾
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,[illegible]55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	119
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,663,697	*	.....	.....	51,831,300	11,338,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1869	5.0	—	....	34.8	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130.8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	134
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,7 2	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	26	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	—	(In cour	se of con t	ruction)	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. 1.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	90
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31 1865	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	[illegible]26,175	22,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Feb. 28	1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	22,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....
Dec. 31	1868	72.0	—	3.0	118.0	—				North Louisiana and Texas	La					(In progress.)												100	....
Dec. 31	1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8	.....	.....	.....	1,296,961	301,779	—	—	85
Oct. 31	1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064	.....		3,150,000	3,588,439	133,476	.....	67.7	460,143	.....	.....	1,132,731	463,114	5	50	81½
Dec. 31	1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.	.....	.....	.....	.....	.....	.....	.....	.....	.....	96.8	.....	4,788,284	13,598,080	561,370	128,943	—	100	....
Oct. 31	1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	.....	.....		5,000,000	7,005,500	592,582	.....	332.4	1,469,366	.....	.....	2,928 463	977,748	6	50	89
Mar. 31	1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362		3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	110¾
Sept 30,	1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*		.....		1,100,000	400,000	.....	.....	35.3	146,773	.....	.....	325,369	65,764	8	100	....
Nov. 30,	1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074		2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	106
Jun. 30,	1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*			(Owned	by Nova	Scotia.)			145.0	279,621	.....	3,345,141	253,994	.....			....
Mar. 30,	1869	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	.....	.....		4,417 500	938,100	83,148	.....	122.0	496,536	5,029,543	29,565,222	898,981	301,742	6	100	89¾
Dec. 31,	1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	.....	.....		23,354,125	4,964,000	.....	.....	340.0	.....	30,256,534	.....	2,964,041	663,427	—	100	34½
Oct. 31,	1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000	.....		4,259,450	3,170,000	—	.....	98.5	406,010	.....	.....	2,014,427	978,925	16	50	91½
Nov. 31,	1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310		4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	97½
Sept. 30,	1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187		2,104,057	3,940,187	976,444	—	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31,	1868	5.0	4.0	....	—	...	...	...	....	Orange and Newark	New Jersey.	618,549	63,889	.....	13,612		289,550	380,000	26,500	.....	9.0	.....	.....	.....	147,327	24,479	—	100	....
Sept. 30,	1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*	.....	.....		300,000	610,000	.....	.....	—	(Leased	to R. W &	Ogdensb.)	125,564	62,782	—	100	....
Sept. 30,	1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*	.....	.....		490,400	591,000	.....	.....	36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....
Feb. 29,	1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241	.....	33,598		3,340,024	7,550,375	.....	1,560,756	285.0	1,594,535	.....	.....	3,086,592	1,064,338	—	100	....
Dec. 31,	1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	.....	.....	.....		7,000,000	1,192,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	95½
Dec. 31,	1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	.....	.....	.....		630,000	.....	.....	.....	—	(Leased	to Erie.)			53,400	8	100	....
Dec. 31,	1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	.....	.....	.....		5,000,000	500,000	.....	.....	—	(Leased	to Erie)				—	100	....
Dec. 31,	1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	.....	.....	.....		284,500	85,000	.....	.....	—	(Leased	to Erie.)			26,500	5	100	....
Dec. 31,	1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	.....	.....	.....		339,650	160,000	.....	.....	—		(Leased t	o Camden	and Amb	oy.)	—	100	....
Oct. 31,	1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*	.....	.....		33,493,112	23,862,092	2,054,452	.....	643.0	9,574,632	.....	.....	17,250,812	4,757,785	10	50	115
Oct. 31,	1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	.....	.....		3,200,000	592,500	383,000	.....	47.0	.....	.....	.....	.....	.....	10	50	225
Dec. 31,	1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	.....	.....	.....		1,200,000	600,000	.....	.....	—	(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....
Jun. 30,	1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	.....	.....		1,000,000	1,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	.....	.....		1,323,200	67,926	154,299	.....	82.3	.....	.....	.....	212,892	93,883	—	100	....
Oct. 31,	1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164	.....	.....		218,000	800,000	221,686	.....	46.0	124,224	.....	.....	196,672	9,272	—	50	....
Oct. 31,	1869	287.6	2.0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*	.....	.....		6,004,300	12,598,000	40,974	.....	289.6	2,273,856	.....	.....	3,262,705	loss.	—	50	56
Oct. 31,	1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888	.....		1,595,750	55,900	.....	.....	24.3	376,303	.....	.....	697,620	287,492	10	50	164
Dec. 31,	1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061	.....	.....		29,022,100	7,819,592	.....	.....	480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	95½
Oct. 31,	1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	.....	339,675	.....		1,259,100	.....	.....	80,555	26.5	.....	.....	.....	1,077,559	274,081	10	100	118
Oct. 31,	1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042		9,520,850	2,367,000	534,547	434,787	99.7	962,579	.....	.....	2,565,302	876,094	8	50	109½
Oct. 31,	1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000	.....		5,423,200	10,036,690	421,184	.....	201.0	1,849,510	.....	.....	2,434,101	531,833	—	50	....
Oct. 31,	1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*	.....	.....		1,795,253	1,891,000	294,917	.....	72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	....
Oct. 31,	1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*	.....	.....		19,583,948	13,563,000	72,093	.....	480.6	5,253,584	.....	.....	8,131,531	2,891,199	9½	100	....
Nov. 30,	1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247	.....	.....		450,000	.....	.....	.....	—	.....	.....	.....	.....	27,450	6	100	85½
Sept. 30,	1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.	.....	.....	(In ha	nds of R		eceiver.)	.....	.....	.....	23.0	34,971	.....	.....	60,642	5,313	—	100	....
Dec. 31,	1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	.....	.....		783,500	1,232,760	4,510	.....	109.0	373,501	7,127,219	.....	605,543	214,214	6	100	....
May 31,	1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923		1,500,000	—	399,709	6,680	51.3	258,977	.....	.....	518,592	130,420	6	180	112
Mar. 31,	1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	.....	.....		350,000	—	.....	.....	—	(Leased	to Concor	d.)		24,500	7	100	....
Mar. 31,	1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	—	.....	.....		170,000	200,000	.....	.....	—	(Leased	to Eastern	.)	77,755	24,737	—	100	....
Nov. 30,	1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	.....	.....		437,917	150,000	.....	.....	14.5	50,896	.....	.....	112,572	21,541	—	100	....
Nov. 30,	1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576	.....	49,772		2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31,	1868	97.0	—	....	—	...	...	...	....	Raleigh and Gaston ¶	North Carolina.	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	73.8	8.5	....	—	...	...	...	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*	.....	.....		2,530,700	1,524,800	1,226,390	.....	92.3	.....	.....	.....	254,899	30,667	—	100	....
Oct. 31,	1860	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583	.....	.....		506,848	1,000,000	952,859	.....	54.0	155,070	.....	.....	207,799	55,879	—	50	....
Sept. 30,	1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285		3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	93
Sept. 30,	1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	.....	81,308		4,000,000	2,719,000	288,439	.....	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30,	1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628		1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30,	1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	.....	46,313		847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....
Sept. 30,	1868	38.3	—	....	—	...	...	...	....	Richmond and York River ¶	Virginia.	6,250,000	*	.....	.....		650,000	600,000	.....	.....	—		(Not in o	peration.)			—	100	....
Sept. 30,	1868	22.0	—	....	31.0	...	...	...	....	Roanoke Valley	Va. & N. Carolina.	482,612	*	.....	.....		427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1868	12.0	—	....	78.0	...	...	...	....	Rock Island and Peoria	Illinois.	.....	.....	.....	.....		1,080,000	1,384,000	.....	.....	12.0		(Under c	onstructio	n.)		—	100	....
Sept. 30,	1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338		3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18 054,197	1,274,134	501,998	10	100	120
Dec. 31,	1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	.....	.....	.....		.....	.....	.....	.....	166.3	694,409	4 069,421	11,712,202	993,239	.....	—	100	30
Dec. 31,	1868	175.0	—	....	—	...	...	...	....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	.....	.....		2,100,000	2,050,000	.....	.....	—		(About $5	0,000 a mo	nth.)		—	100	72½
Dec. 31,	1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	.....	.....		4,340,000	6,700,000	.....	.....	132.0		(Leased to	Ind. & St.	Louis.)	517,941	—	100	35
Dec. 31,	1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	.....	.....	.....		10,000,000	4,000,000	.....	.....	120.0	.....	.....	.....	612,000	171,000	—	100	48
Dec. 31,	1868	151.0	—	....	—	...	...	...	....	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....		.....	2,725,000	.....	.....	—	(Leased	to Chi. &	Alton.)	240,000	.....	—	100	....
Dec. 31,	1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.	.....	.....	.....	.....		2,000,000	1,000,030	.....	.....	—		(Under co	nstruction	.)		—	100	....
Dec. 31,	1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	.....	.....	.....	.....		.....	.....	.....	.....	—		(Under co	nstruction	.)		—	100	....
May 31,	1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	.....	.....		.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....
Dec. 31,	1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200		1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	.....	232,950	100,415	—	100	....
Nov. 30,	186	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*	.....	.....		180,550	100,000	.....	.....	—	(Leased	to West J	ersey.)		16,533	6	50	....
Nov. 30,	1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542	.....	1,590		243,305	226,900	353	91	—	.....	.....	.....	.....	17,500	1½	100	....
Dec. 31,	1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	.....	.....		900,235	2,150,000	50,000	.....	116.3	240,299	.....	.....	416,916	106,052	—	100	....
Oct. 31,	1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	.....	.....		1,269,150	97,000	106,120	.....	54.0	155,070	.....	.....	172,494	27,303	—	50	....
Oct. 31,	1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	—	.....	.....		576,050	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)		5	50	....
Dec. 31,	1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	.....	.....	.....	.....		.....	290,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Feb. 29,	1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*	.....	.....		999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....
May 31,	1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....		2,481,062	1,079,100	.....	.....	160.0	.....	.....	.....	218,441	.....	—	100	....
Oct. 31	1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—	.....	.....		869,450	700,000	.....	.....	—	(Le	ased by N	orthern C	entral.)		6	50	....
Dec. 31,	1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	.....	.....		743,100	264,000	121,900	.....	25.0	.....	265,000	155,000	32,260	11,145	—	100	....
Dec. 31,	1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—	.....	.....		100,000	37,800	.....	.....	20.0	(Operat	ed by Jeff.	Mad. and	Louisvill	e.)	—	100	....
May 31,	186	50.0	—	2.5	—	10	15	5	35	Shore Line	Connecticut.	691,200	*	.....	.....		636,200	55,000	.....	.....	50.0	167,376	.....	.....	289,288	68,334	—	100	....
Dec. 31,	1868	101.7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	.....	.....	.....	.....		1,330,000	3,200,009	.....	.....	75.0	.....	.....	.....	127,000	.....	—	100	....
Dec. 31,	1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	.....	.....		783,500	1,232,760	4,510	.....	109.0	373,510	7,127,219	.....	605,543	214,124	—	100	....
Dec. 31,	1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	—	.....	.....		438,300	.....	.....	.....	—	(Leased	to Central	of New J	ersey.)		6	100	....
Dec. 31,	1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,444	*	.....	1,026,406		5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	.....	.....	1,294,962	590,706	—	100	....
Jun. 30,	1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.	.....	.....	.....	.....		900,000	.....	.....	.....	—		(In progres	s.)			—	100	....
Nov. 30,	1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	.....	9,566		259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,942	9,513	—	100	....
Sept. 30,	1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*	.....	.....		497,750	850,000	.....	.....	63.0	150 5:0	5,597,645	2,0 4,921	221 5:5	66,552	10	100	....
Sept. 30,	1868	123.0	6.5	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876		1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30,	1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.	.....	.....	.....	.....		880,000	.....	.....	.....	(Und	er const	ruction.)				—	100	....
Dec. 31	1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*	.....	.....		.....	.....	.....	.....	—	.....	.....	.....	250,000	.....	—	100	....
ec. 31,	1868	91.0	—	....	236.0	...	...	...	....	*Southwest Pacific* ¶	Missouri.	.....	.....	.....	.....		.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value Shares. Par.	Value Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107.5	100.0	6.5	—	26	20		320	Southwestern.....Georgia.	3,719,813		208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Includin	gFerry.)	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	—	.....	448,700	—	—	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	—	—	.....	267,300	—	—	697	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York.N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	—	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	50½
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	33½
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,698	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	—	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased	to Vermo	nt Centra	l.)	.....	8	100	105
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	65½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,698	882 533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540 788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936.004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,570 627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La	c.&W'in.)	410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	¶	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	81
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	130
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	....	West Wisconsin .....West Wisconsin.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	—	.....	(Not	in operati	on.)	.....	—	100	....
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	—	.....	(Not	in operati	on.)	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6.5	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	.....	.....	.....	—	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39.269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	456,892	207,744	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	16	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	596,169	.....	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn	393,535	—	.....	.....	317,050	.....	76,845	—	—	(Le	ased to N	orthern C	entral.)		—	100	....
									¶ANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	80
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1860	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	120
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	.....	4,999,969	(See Ca	m. & A	mb.R.R.)	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	.....	64,000	897,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	66½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	25
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	.....	4,300,000	1,961,000	.....	.....	354.0	—	—	—	735,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	.....	109.2	—	—	—	1,159,085	598,519	—	50	17
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	—	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	...
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
Oct. 31 1868	64.0	—	—	—	—	3	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	40

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	19
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,500	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¾	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	56,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	101½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	38
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	39
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	....
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	....	....	....	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	....	....	....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,493	1,250,000	—	233,457	821,332	134,567	10.0	100	100	66⅝
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	76
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,802	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	23
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,386	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	45½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City).N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	128
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	yTroy&	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	....
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct. 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,600	2,812	4	100	100	....
Nov. 30,'69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	...
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.: 1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92¼
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	...
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	...
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	73½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	86
Chicago and Alton, pref.	2,425,400	7	10	118½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	18,159,097	7	10x	85½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	44½
Hannibal and St. Joseph, pref.	5,253,836	...	...	116
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20½
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	...
Milwaukee and St. Paul, preferred	9,744,268	7	...	76½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	109
Ohio and Mississippi, pref.	3,500,000	7	7	74½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	79½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60
Sandusky and Cincinnati, pref.	445,586	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	76
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	71
Schuylkill Navigation, pref.	2,888,997	6	6	33
Union, preferred	.....	6	...	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	6,774,400	7	7	12½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	32 — @ 36 —
Pig, American, No. 1	32 — @ 33 —
Pig, American, No. 2	30 — @ 31 —
Pig, American, Forge	29 — @ 30 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes (gold)	85 — @100 —
—STORE PRICES.—	
Bar, Swedes, ordinary sizes	— — @110 —
Bar, Refined	80 — @ 85 —
Bar, Common	75 — @ 80 —
Scroll	97 50 @130 —
Ovals and Half-round	100 — @125 —
Band	95 — @ — —
Horse Shoe	95 — @ — —
Rods, ⅜@3-16 inch	85 — @120 —
Hoop	105 — @150 —
Nail Rod per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s (gold)	— 11½@ — 11½
Sheet, Single D. and T. Common	— 4¼@ — 5¼
Rails, English (gold) per ton.	59 — @ 60 —
Rails, American, at Works in Penna. c'y.	70 — @ 71 —
Anvils, (Eagle) per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality) per lb.	— 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 13 @ — 15
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— — @ — 18
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d per 100 lb	4 25 @ — —
Clinch	— — @ 6 —
Horse Shoe, Forged (No. 10 to 6) per lb.	— 23 @ — 28
Copper	— 35 @ — 36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 37½@ — 38
Straits (gold).	— 37½@ — 38
English (gold).	— 34 @ — —

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal per box.	8 75 @ 9 —	10 75 @ 11 25
I. C. Coke	7 — @ 7 75	8 75 @ 9 75
Coke Terne	6 — @ 6 25	7 50 @ 7 75
Charcoal Terne	7 75 @ 8 25	9 50 @ 10 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk). per gall.	— — @ — 13
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 17½
Refined, prime L. S. to W. (110 @115 test)	— — @ — 26
Refined, Standard White (in ship'g order).	— 24½@ - 25
Refined, prime White (in shipping order).	— — @ — 26
Refined, S. W. (in jobbing lots)	— 27 @ — 28
Refined, S. W. (in tin)	— 31 @ — 32
Naptha, Refined, (65 @ 73 gravity)	— — @ — 9
Residuum per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 (4 qlts.) per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15 (4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18 (4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24 (4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30 (4 qlts.)	15 — @10 50
20 by 28 to 24 by 30 (4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36 (4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40 (3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44 (3 qlts.)	22 — @16 50
28 by 46 to 30 by 48 (3 qlts.)	23 — @17 —
30 by 50 to 32 by 52 (3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56 (3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60 (3 qlts.)	30 — @22 —
36 by 60 to 40 by 60 (3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
Canton Co.	67½	....	....	....	....	....
Central Pacific 6s	88½	....	88	....	....	88
Central of N. Jersey	103½	103	102½	103½	102½	....
Chicago & Alton	116½	117	116	....	....	....
" pref.	118½	....	....	....	....	....
" 1 M	....	....	101	100½	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	160	....	....
" 8s, 1883	....	111	111	....	110	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	82½	81½	82½	83¾	83½	81½
" pref.	87¾	86½	87½	87½	86½	84¾
" 1st M.	....	....	....	....	....	96
" S. F.	....	....	....	102½	....	....
" Consol.	93	....	....	....	....	....
Chic., Rock Isl. & Pac.	113	110½	112½	113½	112½	110⅞
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	97	96¾	97	....	....	96
Clev., Col., C. and Ind.	83½	83	83	81½	....	....
Clev. and Pittsburg	105½	....	....	108	106½	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	76½	....	....	77	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	20½	19½	19½	19¾	19⅞	18½
" 1 M.	83½	....	82½	83	....	82½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	126½	....	....	....	120x	....
Del. Lack. & Western	105½	105½	105½	105	....	105
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	23	22½	22¾	22¾	22½	22½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	97	....	....	96	....	....
" 3 M. 7s, 1883	....	92¾	92½	....	....	....
" 4 M. 7s, 1880	84½	....	....	84	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	83½	....	....	....	....	....
Hannibal & St. Joseph	116	112½	113	112	....	....
" pref.	....	117½	117	116	....	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	139½	....	135x	136	....	134¾
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	99½	95½	99½	95½x	95½	92⅝
Lake Shore Div. bonds	92½	....	....	....	....	....
Marietta & Cin. 1st pref.	....	20½	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	119½	119	119½	118½	....	119
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	100	100	....	....	....
" 2 M.	....	....	....	....	....	95
Mariposa Mining Co.	....	....	6½	....	....	6½
" pref.	15	12	13	....	12¾	12½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	65½	62½	63½	66½	62½	60
" pref.	80½	78⅝	79	79¾	78½	76½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	108½	108	....	....	....
" 7 3-10s con.	....	96	....	96	....	....
Missouri 6s	91	....	91	....	90½	....
" H. & St. J. iss.	....	91	....	....	....	....
Morris and Essex	90	89½	90	....	90	89½
" 1st mort.	....	103½	....	....	....	....
" 2d mort.	....	99	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98	96	96½	96⅞	95½	93¾
" certificates.	93	90¾	92	92½	90⅞	88½
N. York and Harlem	138½	135½	136½	136½	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	53	51	....	50	51	....
" new	32⅞	32	30½	30½	30	29½
Ohio and Miss.	35½	34½	34⅝	35⅝	34½	33½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	40⅝	38½	42	43¾	42½	40½
Panama	95	94	98	99	....	95½
Phila. and Reading	101¾	98½	99	97¾	96⅝	95
Pitts., Ft. W. & Chi. gtd.	95	94½	95½	95	95	93
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	7	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	60
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	87	....	87½	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	66½	66½	65½	....	....	65
" new	66½	64	64	63½	62	60½
Tol., Wab. & Western	54½	50⅝	51¾	52⅝	51½	49¾
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	95
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	84	82¾	82½	....	....	79
Virginia 6s, ex-coupon	....	....	66	....	....	....
" new	....	67	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	105½	....
U. S. 5s, 10-40s, coup	108½	....	107⅝	106½	106⅞	106⅝
U. S. 5s, 10-40s, reg	....	....	....	....	....	106⅝
U. S. 6s, 1881, reg	....	....	....	....	112½	....
U. S. 6s, 1881, coup	114¾	114½	113½	112¾	113	....
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	110½	....	....	108¾	....	....
U. S. 6s, 5-20s, c. 1862	110½	109⅞	109¾	109	109⅞	109
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	108⅞	109½	108¾	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	109½	....	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	108	....	....	....
U. S. 6s, 5-20s, c. n. '65	109⅞	108½	108½	108½	107¾	....
U. S. 6s, 5-20s, reg. '67	109	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	110⅛	109½	109½	108½	108½	107¾
U. S. 6s, 5-20s, reg. '68	....	108½	....	....	....	....
U. S. 6s, 5-20s, c. '68	109½	109½	109½	....	....	108¾
U. S. 6s, Pac.R.R.issue	....	112¾	....	111½	111	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Catawissa	....	....	....	....	....	....
.. preferred	37¾	37¾	....	37	37½	....
Camden and Amboy	118½	....	120½	120½	120½	x115½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	90	....	....
.. mort. 6s, '89	95	....	95½	95½	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	34½	34½	....	34	....	33¾
.. 6s, 1884	85	....	....	....	....	84½
.. Gold L	89	89	88½	89	89	....
.. R. R. L	....	91½	....	91½	....	....
Lehigh Valley R. R	58	57⅞	57⅞	57⅞	57⅞	57½
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	51	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	71½	71	....	....	70	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	40¾	....	....	....	....	....
.. 6s, 1880	94½	....	....	....	94	94½
.. 7s	91	....	....	91¾	....	92
.. 10s, 1887	....	....	....	....	....	....
Northern Central	44½	....	....	....	....	....
Pennsylvania R. R	58½	58½	58½	57½	57⅞	57⅞
.. 1st M	....	....	....	....	....	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s. 1st series	....	....	....	....	....	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W. L	....	....	....	....	....	106
Philadelphia City, 6s	....	....	100½	....	....	....
.. new	101⅛	101⅛	101⅛	101⅛	101⅛	101⅛
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	51½	51	49	49⅞	49	48⅞
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	28¾	28¾	....	....	27⅞	28
.. 6s	....	....	....	....	....	....
.. 7s	89½	89½	....	....	....	89½
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	16½	....	....
.. 6s, 1882	....	....	....	72	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	46½	....	....	46	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	5	6	6½	....	....
Hestonville, (Horse)	....	....	....	....	....	14½
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	45½	45½
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	22	....	22	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Baltimore City 6s, 1875	94¾	95	....	....	94½	94½
.. 1886	....	93½	....	....	....	....
.. 1890	94½	....	....	94½	....	....
.. 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	93½	....	....	....	....	....
.. .. 1885	94¼	....	....	....	....	....
Marietta & Cin. 1st M	....	....	96½	96½	....	....
.. 2d M	76	76½	75¾	75¾	75¼	....
Northern Central	44½	....	44¾	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
Boston and Albany	147	147	147	....	....	146¾
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	147¾	....	147	147
Boston and Providence	141	....	141½	....	....	142½
Boston, Hartford & Erie	3½	3½	3½	3½	3½	3½
.. 7s, new	28¾	....	27	27½	27	27½
Cheshire, pref	....	....	87¾	....	....	86
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	135¾
Eastern	120¾	121	121	....	....	120½
Fitchburg	....	135½	135	....	....	134
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120	120	119	....	119½	118½
Northern, N. H	....	....	....	....	....	110½
Ogdens. & Lake Champ	90	90	....	....	....	89¾
.. pref	....	....	....	....	....	109
Old Colony & Newport	....	....	97	....	....	97¾
Ph., Wil. & Baltimore	54½	54½	....	....	54⅝	54¾
Portl'd, Saco & Ports	....	....	....	....	....	112
Union Pacific	....	....	....	....	23¾	35½
" 6s	83⅞	....	....	83	....	....
" Land Grant 7s	....	....	74	74	....	....
" Income 10s	81	80	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	101½
Metropolitan ..	....	....	67½	....	....	66¾
Middlesex ..	....	....	76	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	7
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	2½	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	21	....	....	....

London Stock Exchange.

	Closing Prices. July 1.	July 8.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	27½— 28½	27½— 28½
Detroit and Milwaukee 1st mort. 7s	70 — 72	70 — 72
Do. 2d mort. 8 p. c	70 — 73	70 — 73
Erie shares 100 dol. all paid	18¾— 19½	18¾— 19½
Do. sterlg. 6 p. c. convertible bonds	65 — 67	65 — 67
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	114 —114½	114 —114½
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	101 —103	101 —103
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	89½— 90½	89½— 90½
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort. 1881	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, July 23, 1870.

Stock Exchange and Money Market.

The war news and rumors from Europe have kept business in the financial and commercial line in a very excited and unsettled state all through the week. Speculation in Gold has been unusually brisk, leading to a much more urgent demand for Money, and though the offerings of capital have been up to a full average, lenders have been enabled to advance call loans to 5@7 per cent., and prime to good discounts to 7@9 per cent. per annum. The inquiry from mercantile borrowers has been more active. The dealings in Breadstuffs especially have been extraordinarily heavy, largely for investment, and have contributed to the increased animation in the Money line. The city banks, under a new arrangement of their weekly statement, showed a gain over 14½ millions of deposits, nearly 5½ millions of specie, and a small amount of legal tender notes, while they reported an addition of about 7½ millions to their loan averages, and a reduction of over a million in the item of circulation. Several important changes appeared on the last Bank return, which are designed to afford a better index to the general movement hereafter than heretofore, especially in regard to the amount of Gold held in Bank and the amount of Money loaned on Gold on special deposit in Bank. It is stated that one or more of the large Banks, since the passage of the Currency bill authorizing free banking on the Gold basis, have consolidated these items with the Loans and Specie usually reported every week through the Clearing house. The Bank of Commerce has recently reduced its circulation about $1,000,000, transferring so much of its privilege to certain Western Banks ready to pay a proper consideration therefor. This sum now comes off the usual average of Circulation in the Bank Statement. The U. S. Sub-Treasury last week reduced its specie reserve $3,576,398, and its currency balance, about half a million. On Wednesday, there was unusual activity in Money and at the close 7 per cent. was the minimum rate on call.

The specie reserve of the city banks according to the latest return is $41,135,688, against $31,055,450 same time last year. The city bank deposits are now $234,332,355, against $188,431,701 week ending July 17, 1869. The legal tender reserve amounts to $53,461,341, against $51,859,706 same time last year. The circulation now stands at $32,027,786, against $34,178,437 same time last year. The loans are now $285,377,318, against $257,008,289 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $103,891,583 a day, against a daily average of $81,696,827 the preceding week. The current weeks' exchanges average about 117 millions a day. The city banks last week, reported a gain of $5,401,254 of specie, $14,606,887 of deposits, and $112,371 of legal tender notes. They increased their loans, $7,593,891; and reduced their circulation, $1,072,571.

The city bank exchanges on Wednesday were about 122 millions.

The coin reserves of the Treasury Department on Tuesday were $114,000,000, including $41,300,000 on deposit on private account; currency balances, $31,100,000.

National Bank notes to the amount of $333,505 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $326,437,894, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $27,048,653 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $299,389,241. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,028,050; and for the public deposits, $16,341,500—making a total of $358,369,550. The Treasury Department last week redeemed and destroyed $612,400 of worn and mutilated fractional currency, and issued $292,503 of new.

The U. S. Sub-Treasury receipts, week ending with July 16, were $4,736,688 in coin, (including $2,585,000 from customs duties,) and $4,169,722 in currency; payments, $8,313,085 in coin, (including $3,518,861 of coin interest,) and $4,735,980 in currency; balance at the close of the week, in-

cluded $71,445,495, of coin, against $75,021,893 the preceding Saturday, and $10,992,530 of currency, against $11,558,789 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $459,505 in coin, (including $402,134 from customs,) and $525,486 in currency; payment $402,134 of coin (including amount of coin interest), and $333,956 of currency. On Tuesday, receipts, $471,063 in coin (including $290,122 from customs), and $323,151 in currency; payments, $383,234 in coin (including amount of coin interest) and $374,575 of currency. The balance at the close of business on Tuesday included $11,486,613 of currency, and $71,641 613 of coin, against a balance a week previous of $11,812,726 currency, and $72,900,668 coin.

The U. S. Sub-Treasurer issued in June $4,-363,000 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,-269,000 of coin certificates, received for customs.

Government revenues have been less prolific since our last. The excises, during the week yielded about three millions; customs at the port of New York, $2,494,708, and at the outports about $825,000 (in coin) more, making the grand total income for the week equal to about $6,983,-650 in currency.

Gold has been unusually active, excited, and higher, under the war reports from Europe. The speculative dealings have been very extensive. The export demand has been more animated. The price has fluctuated violently, the extremes of the week having been from 112⅞@123⅝, and the closing quotation on Wednesday 122⅜, against 112⅓ the preceding Wednesday. The export drain last week reached $2,740,267. The shipments on Wednesday of the current week were $2,698,000. Some considerable amounts that had been engaged for that day were withdrawn. On the same day, of the million of Gold offered by the Government, only the sum of $625,000 was bid for, which was awarded at 120 50@122 40. Mr. W. G. White, the Assistant Treasurer *ad interim*, telegraphed to the Secretary, asking instructions in regard to the remaining $375,000 not bid for. In reply he was directed "to make no further advertisement of the remainder."

The coin balance of the U. S. Sub-Treasury on Thursday morning was $71,637,617.

The customs demand for Gold last week, averaged $430,833 a day; thus far, this week, it has averaged $346,128 a day, or equal to a weekly aggregate of $2,076,768. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $49,396; and since Jan. 1, 1870, $7,281,647, against $9,747,703 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $74,506,390 against $70,367,790, same time in 1869.

The customs revenue of the port on Wednesday was $439,000.

The customs revenue at the port of San Francisco, from Jan. 1 to July 7th, was $4,414,000, against $3,916,000 same time last year.

The exports of specie, from this port, last week, were $2,740,267 against $1,762,456 same week last year; and since Jan. 1870, $20,925,833, against $16,450,180 same time in 1869. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $3,518,861; and since Jan. 1, 1870, $56,895,-151 against $59,739,127 same time in 1869.

The specie exports by steamer and railway from San Francisco, from Jan. 1 to July 7th, were $18,757,000, against $21,010,000 same time last year.

Foreign Exchange has been more active and firm. Bankers' sixty day bills on London closed on Wednesday at 109⅞@110⅛, and on Paris to 5.14½c.@5.13¾; sight bills on London to 110½@110¾, and on Paris to 5.11⅞c.@5.10⅝. The offerings of produce bills have been up to a fair average since our last. The week's exports of domestic produce have been to the currency value of $3,567,466; and since January 1, 1870, $99,-654,340 against $100,411,558 same time in 1869.

Government securities have been offered very freely, chiefly on foreign account, and have been quoted decidedly lower. At the reduced figures, the home investment demand has been more active, particularly for the six per cents of 1881, and the later 5-20s.

U. S. sixes of 1881 closed here at 112½@112¾; U. S. Five-twenties of 1862, 108¾@109; U. S. Five-twenties of 1864 at 108¾@109; U. S. Five-twenties of 1865 at 108¾@109; U.S. Five-twenties of 1865 consolidated, 107⅝@107¾; U. S. Five-twenties of 1867, 107⅞@108; U. S. Five-twenties of 1868, 108¼@108⅜; U. S. Ten-forties at 106⅝@106⅞; U. S. Six per cent. currency bonds, 110½@111¼.

State bonds have been in much less demand at lower and irregular prices.

Railway bonds have been less sought after, including Central Pacific Sixes, which closed on Wednesday at 83@83½; and Union Pacific Sixes at 80@80¼.

Railway and miscellaneous share property has been decidedly less active, lower and quite unsettled in price, closing very irregularly.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 6.	July 13.	July 20.
Consols	93⅛	92⅞	89½
U.S. 5-20's of 1862	90⅞	89½	80
U. S. 5-20s, 1865	90⅝	89½	80
" 1867	89⅞	89¼	79½
" 10-40s	88¼	86½	79
Erie	19	18	15
Ill. Central	115	112½	103
At. and Gt. West	28	26	21

General business has been unusually active in the line of Breadstuffs, which were much higher in price, though closing irregularly. Provisions, brisker and firmer. Petroleum lower and quite dull. Middling upland cotton closed heavy at 20 cts. per lb. The stock of cotton now here is given at about 28,500 bales. The receipts at the port this week, have averaged about 500 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,811,550 bales, against 2,033,100 bales in 1868-'9; exports, same time 2,143 400 bales, against 1,454,-100 bales same time in 1868-'9; stock on hand at latest dates, 138,600 bales, against 40,425 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 8,543 pkgs., against 15,270 pkgs., same time in 1869. From Boston, 3,505 pkgs. in 1870, against 5,872 pkgs. same time in 1869.

Foreign goods have been in more general demand and influenced by the rise in Gold, have been quoted, in the main, much stronger in price.

At the Live Stock markets, this week, Beeves have been in less demand at from 8@17c. per lb.; week's receipts, 6,809. Milch cows have been quiet at $40@$100 each, receipts, 153. Veal calves have been pretty actively sought after at from 3½@11c. per lb.; receipts, 2,824. Sheep have been in good request at from 4@7¼c.; lambs at 7½@11c. per lb.; receipts, 29,838. Swine dull at 9¼@9⅜c. per lb., all live weight; receipts, 13,931.

Ocean freights have been decidedly more active and firmer for British ports; and comparatively tame for the Continent. German vessels have been quite generally withdrawn from market, in view of the war risks. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. 6d.@4s. by steamer per bbl.; grain at 10@19d. by sail, and 12d. by steamer, per bushel; cotton at 3/16d.d. by sail and ¼d. by steamer per lb.; and heavy goods 20s. @45s. by sail, and 30s.@55s. by steamer, per ton. Total number of vessels in port on Wednesday, 439.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending July 19, and since the beginning of the year:

	1869.	1870.
For the week	$4,668,910	$3,567,466
Previously reported	95,742,648	96,086,881
Since Jan. 1	$100,411,558	$99,654,347

The imports for the week ending July 16, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,989,212	$1,595,758
Gen. merchandise	4,936,743	3,776,351
Total for the week	$6,925,955	$5,372,109
Previously reported	166,537,190	156,866,452
Since January 1	$173,463,145	$162,238,561

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 70; do., 6s, Levee bonds, 72; do., 7s, Penn. bonds, 80½; North Carolina 6s, special tax, 23½; do., Fund Act, 1866, 36½; do., 1868, 33; Georgia 7s, 93; do., 6s, 85½; Alabama 8s, R. R., bonds, 97½; South Carolina 6s, new, Jan. and July, 78; Arkansas 7s, issued to Little Rock and Ft. Smith R. R., 75½; Great Western 1st mort., 1888, 90½; North Missouri 1st mort., 85; St. Louis and Iron Mt. R. R., 48; Pacific R. R. 7s, guar. by Mo., 95; Toledo, Wabash and Western consol. bonds, 82½; Quincy and Toledo 1st mort., 83½; Chicago and Northwestern Interest bonds, 95; Ohio and Miss. consol. bonds, 90¼; Brooklyn 6s, W. L., 92¾; Western Union Telegraph, 34¼; Adams Exp. Co., 66; Wells-Fargo Exp., 14½; Am. Mer. Union Exp., 43; U. S. Exp., 44; Consol. Coal of Md., 29; Consol. Gregory gold, 0.80; Central gold, 0.28; Grass Valley gold, 0.40; Liberty gold, 0.02; Quartz Hill gold, 0.22; Smith and Parmalee gold, 0.60.

Philadelphia.—Pennsylvania General mort. reg., 98¾; do., coup., 96; Penn. and New York Canal 7s, 91¾; West Jersey R. R., 65; do., 7s, 96½; Warren and Franklin 7s, 87; Reading and Wilmington bonds, 94; Connecting R. R. bonds, 86¼;

Camden and Burlington Co., R. R. 6s, 90; Sunbury and Erie 7s, 102; Oil Creek and Allegheny River R. R., 45¾; McClintock oil, ⅞; Ocean oil, ⅝; Dalzell oil, 0.56. The latest quotations are: City 6s, 101@101½; do., free of tax, 101¼@101⅜; State 5s, coupon, 103@—; do., 6s, W. L., 105@—; do., 1st series, 104@—; do., 2d series, 106½@—; do., 3d series, 109¾@110; Reading, 47½@47¾; do., 7s, 1893, 105@106; do., mort. 6s, 1880, 92@96; Camden and Amboy, 116@116¼; do., mort. 6s, 1889, 95⅜@95½; do.. 1883, 94@95; do., 1889, 89@91; Penn. R. R., 57⅜@57½; do., 1st mort., 102@—; do., 2d mort., 102@—; Little Schuylkill R. R., —@44; Morris Canal, 25@30; do., pref., 70@70¼; do., 6s, 82@85; do., scrip 7s, 68@—; Susquehanna Canal, 6@10; do., 6s, 46@47; Schuylkill Nav., 8@9; do., pref., 16⅜@17; do. 6s, 1882, 72@73; Elmira and Williamsport pref., 40@45; do., 7s, 1873, —@96; do., 5s, 59@61; Lehigh Coal and Navigation, 32¾@33¾; do., 6s, 1884, 83@84; do., R. R. Loan, 90@92; do., Gold Loan, 88½@88¾; North Pennsylvania, 40@41½; do., 6s, 94¼@95; do., 7s, 92@92½; do., Chattle 10s, 111@—; Philadelphia and Erie, 27¼@27⅜; do., 6s, —@88½; Minehill, 51@—; Catawissa, 13@15; do., pref., 36¾@37; Lehigh Valley, 57⅜@57⅝; do. 6s, 95@96; do., 6s, reg., 96½@97; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 45¼@46½; Thirteenth and Fifteenth, 21@22; Spruce and Pine, 23½@25; Green and Coates, 38@40; Chestnut and Walnut, 43@45; Hestonville, 14½@14¾; Union, 43@44½.

Boston.—Rutland pref., 79⅞; do., 7s, new, 85; Indianapolis and Cincinnati, 18½; Cincinnati Sandusky and Cleveland, 33½; do., 6s, 1900, 75¾; Eastern (N. H.) R. R., 113¾; Connecticut and Passumpsic Rivers pref., 92¼; Summit Branch, 41; Western R. R. 6s, 1875, 103; Vermont Central and Vermont and Canada 8s, 1875, 104; Burlington and Missouri River R. R., 8s, 1894, 102; do., new, convertible, 101½; Vermont Central 1st mort., 86½; Vermont and Massachusetts 6s, 91¼; Mansfield and Framingham 1st mort., 7s, 94¾; Cedar Rapids and Missouri 7s, 1916, 87¾; do., 1894, 87¼; Indianapolis, Bloomington and Western 1st mort., 7s, 83; Eastern R. R. 6s, 1885, 95; Boston Water Power Co., 16; Cary Imp. Co., 8½; Essex Land Co., 137⅝; Short Mt. Coal, 13; Massachusetts 5s, 1894, gold, 98; do., 6s, 1871, gold, 114⅝; do., 6s, 5-20s, currency, 100⅝; Vermont 6s, 1871, 101⅞; Maine 6s, 1889, 98¾; Boston 6s, currency, 100¾; do., 5s, 1877, gold, 100⅛; do., 5s, 1883, gold, 98½; do., 1884, 98¼; Bangor 6s, 1874, 95⅞; do., 6s, 1894, R. R. Loan, 89¾; St. Louis 6s, 1877, 88⅞; do., 1880, 90; do., 1882, 89½; do., 1887, 94¾; Chicago 7s, 1895, 99⅜; Cincinnati 6s, 1885, 94⅞; Bath 6s, 1891, 89; St. Louis County 7s, 97; Cook Co., Ills., 7s, 98; Charlestown 6s, 1876, 98; Cambridge 6s, 99½; Portland 6s, 1887, 95¾; Albany 6s, 1892, 92¼; Allouez Mining Co., 1; Hancock, 1½; Minnesota, 75c.

Baltimore.—Maryland 6s, 1890, 95½; Virginia 6s, old, reg., 52; do., 1866, 62; do., 1867, 59; Virginia Central 3d mort., 79; Western Maryland 1st mort., 75⅞; do., 2d mort. pref., 65⅛; North Western Virginia 1st mort., 93¾; Orange, Alex. and Manassas bonds, 78; Orange and Alexandria 2d mort., 78; do., 3d mort., 85; do., 4th mort. 80; Pittsburg and Connellsville bonds, 90⅛; Atlantic Coal, 1.95. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89¾@90⅜; Baltimore and Ohio, 138@140; do., 6s, 1875, 94@94½; do., 1880, 93@93½; do., 1885, 94@95; Northern Central, 44½@44¾; do., 6s, 1885, 90@94; do., 1900, 88@88½; do., 6s, 1900, gold, 94@96; Parkersburg Branch, 22@23½; N. W. Va. 1st mort., 93@—; do. 2d mort., 92@—; do., 3d mort. 1885, 89½@—; Marietta and Cincinnati 7s, 1892, 96½@96¾; do., 2d mort., 75@76; Central Ohio, 24@30; do., 1st mort., 84@85; Western Md. 6s, 1890, 77½@79; do., guar., by Baltimore City,—@—; do., 2d mort., guar., —@—; do., 6s, pref., 65½@—; do., 6s, guar., by Washington Co., 85@85; Richmond and Danville bonds, 78@79; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 77½@78; do, 3d mort., 8s, —@80; do., 4th mort., 8s, 79½@81; Orange, Alexandria and Manassas 7s, 78@79; Virginia and Tennessee 8s, 82@85; do., 6s, 1st mort., 82@85; do., 6s, 2d mort., 73@74½; Baltimore 6s, 1875, 94@94½; do., 1884, 94@94; do., 1886, 93½@94; do., 1890, 93¾@94; do., 1893, 93@94¼; do., 5s, 1838-'70, 73@75; Memphis City 6s, 54@55⅛; Maryland Defense Loan, 1883, 102@102½; City Passenger R. R. 23@—; George's Creek Coal, 61@63; Atlantic Coal, 1.90@1.95; Bare Hill, 0.20@0.25.

New York, West Shore and Chicago R. R.

Articles of association of the New York, West Shore and Chicago Railroad Company were filed in the office of the Secretary of State of the State of New York on the 19th of July. The length of the road is to be four hundred and twenty-five miles, commencing at the division line between the States of New Jersey and New York, on the west shore of the Hudson river; thence along or near the shore thereof to Athens; thence to Albany; also from Athens northwesterly to Schenectady; from Schenectady along or near the south shore of the Mohawk river to Utica, thence westerly to Syracuse; thence to Buffalo, and thence to some point on Niagara river, in Erie county. The road to run through the counties of Rockland, Orange, Ulster, Greene, Albany, Schoharie, Schenectady, Morgan, Onondaga, Cayuga, Seneca, Ontario, Livingston, Monroe, Wyoming, Genesee and Erie. The amount of capital stock is ten millions of dollars.

Names of thirteen directors—James Elliott, of Poughkeepsie; John M. Courtneay, Lionel T. Guthrie, Joseph P. McClellan, John C. Wyman, Thos. A. Hoyt, Charles B. Stuart, Lawrence P. Bayne, of New York city; Wm. M. Richards, of Brooklyn, Edward Reiley, of Harrisburg, Pennsylvania; Daniel D. Broadhead, of Boston, Massachusetts; Henry W. Howell, of Elizabeth, New Jersey; James G. McPheeters, Baltimore, Maryland.

☞ The certificate of incorporation of the Lake Shore, Louisville and Southern Railroad Co. was filed at Columbus, Ohio, on the 5th of July. The road is to commence at Huntsville, in Logan county, runs thence through Champaign, Shelby, Miami, Montgomery and Preble counties, striking the Indiana State line at or near College Corners, Butler county. Capital stock, $4,000,000. Shares, $50 each. Corporators, F. A. Soule, D. C. Howard, M. A. De Tough, Stephen Johnson and Alexander G. Conover.

Sunbury and Erie Railroad Bonds.

On the 1st of April last the coupons due on that day on the Sunbury and Erie Railroad 7 per cent. bonds, and which are payable by the Pennsylvania Railroad Company as the lessees of the Philadelphia and Erie Railroad, were paid in currency, accompanied with a "memoranda" that if the legal tender decision of the Supreme Court was not reversed within a year the company would make the currency payment then made equal to coin. In fulfilment of that promise the announcement is already made that this difference will be paid at the office of the Pennsylvania Company for the Insurance on Lives and Granting Annuities on the 25th instant.

☞ Alexander Beal has been elected President, and Payson E. Tucker, clerk of the Shawmut Railroad Company. The proposed railroad will begin at Granite bridge, Neponset and connect either with the Old Colony Railroad, at some point between Harrison square and Crescent avenue stations, or with the Hartford and Erie Railroad, somewhere between Stoughton street and the Mount Bowdoins tations.

☞ The North Shore (Ca.) railway was reorganized at Quebec on the 14th inst., by the election of the following officers: President, the Hon. Mr. Cauchon; vice-President, the Hon. Mr. Abbott; Secretary, Mr. J. D. Brousseau, M. P.; Treasurer, Mr. G. H. Simard, M. P. The directors have decided to open a new set of subscription books and to take the field immediately.

☞ From the Lawrence (Kansas) *Journal* of the 16th inst., we learn that the Kansas Pacific Railway Company is laying from three to five miles of track every day, and that the road will be completed to Denver by the 15th of August. At Denver it connects with the railway branch to the Union Pacific.

☞ At the recent meeting of the stockholders of the Mississippi river railroad company at Memphis, the action of the old board in contracting with the Southern Railroad Association for the completion of the road was fully endorsed, and they and their friends elected to the new board.

☞ The New York, Housatonic and Northern Railroad, to run from White Plains, N. Y., to Danbury, Conn., has been commenced by Messrs. Sterns & Clark, the contractors. A portion of the road, from Danbury to Brookfield, is already completed.

☞ The track of the Portland and Rochester Railroad is being laid beyond the station at Alfred, and the bridges over the Jepson and Mousam Rivers will be completed in season to run the trains to Springvale the coming autumn.

☞ The Hudson River Railroad Company is engaged in building a trough between Catskill and Hudson, so that water can be picked up by the locomotive without stopping, as is done below Poughkeepsie.

☞ The locomotive Morro, which arrived a short time since at Valparaiso, Chili, for the railway, made its trial trip on the 28th ultimo.

☞ Contracts for three principal bridges on the Maysville and Lexington Railroad have been awarded to Irvine & Co., of Ohio.

Our Imports from and Exports to Germany.

THE EXTENT OF OUR COMMERCIAL INTEREST IN THE WAR.

The statistics contained in the following statements supply information which must prove of the highest interest by showing the extent to which our commerce will be interrupted if the French-German conflict continues, and the German ports are blockaded:

IMPORTS.

Our imports from the States in the Zollverein, which embraces nearly all Germany, for the fiscal year ending June 30, 1868, amounted to $21,569,988, and were received from the following States, in the quantities given:

Prussia	$11,586,576
Saxony	5,660,384
Bavaria	1,897,314
Other German States	2,425,714
Total	$21,569,988

These imports were received in the following quantities through the ports of the countries named:

England	$4,803,631
Bremen	10,243,934
Hamburg	4,876,220
France	170,248
Belgium	1,103,256
Holland	396,151
Not specified	6,498
Total	$21,569,988

The principal items in these imports are given in the following table:

Books	$239,201	Gloves	$177,390
Bristles	171,584	Musical Instruments	272,326
Buttons	289,757	Paintings	167,450
Analine	52,418	Writing paper	89,745
Cotton hosiery	2,522,232	Paper sundries	125,350
Laces	684,202	Pencils	104,066
Cotton sundries	110,223	Velvets	596,155
Clothing	815,090	Ribbons	636,458
Embroideries	146,298	Dress and piece goods	276,206
Beads	374,890	Laces	167,436
Pipes	101,778	Silk	713,707
Toys	216,156	Spirits & wines	421,656
Dolls	126,614	Willow-ware	125,863
Furs, undressed	146,553	Cloths	3,342,612
Furs, dressed	410,323	Woollen sundries	436,024
Furs, hatters	342,686	Shawls	60,566
Glass	377,531	Hosiery	134,953
Hops	333,696	Woollen and worsted yarns	325,382
Iron manufacturers	68 710	Worsted sundries	164,890
Penknives	133,326	Womens dress goods	851,127
General cutlery	75 432	Webbings	663,555
Steel sundries	235,815	Zinc	100,853
Pig Lead	516,046		
Calfskins, tanned	323,078		
Skins, tan'ed, all upper leather	107,610		

EXPORTS.

Our exports to Germany during the fiscal year ending June 30, 1868, amounted to $39,427,403 (including gold), and appear in the official returns as having been divided as follows—the ports of Bremen and Hamburg, as will be seen, being the great distributing points for all Germany:

Prussia	$949,138
Hamburg	15,190,798
Bremen	23,284,467
Total	$39,427,403

Cotton, petroleum, lard and tobacco are the chief products we sell to Germany, but as there is a large indirect trade in these and other commodities transacted through the English markets, the figures below do not represent the full extent to which we find purchasers in Germany for our productions. The following table gives the value of the principal products which we export to Germany:

	Exported. Hamburg.	Bremen.
Bark	27,392	24,180
Indian corn	45,211	13,734
Rye	224,260	268,971
Copper, pig, &c.	253,766	.....
Cotton	1,792,847	11,835,231
Dyewoods	273,413	157,710
Furs	177,689	68,904
Gold (bullion)	1,623,469	39,200
Gold (coin)	4,167,131	721,390
Silver (bullion)	3,007 033	.....
Silver (coin)	248,934	.....
Hides	76,260	55,199
Muskets and rifles	184,082	257,935
General machinery	129,984	8,493
Sewing machines	377,006	.....
Rosin and turpentine	156,097	246,423
Petroleum (benzine)	8,961	.....
Petroleum (crude)	29,767	113,378
Petroleum (refined)	2,572,431	24,360
Beef	138,745	.....
Lard	348,077	1,059,678
Tallow	91,400	14 653
Tobacco (manufactured)	39,637	108,954
Tobacco (unmanufac'd)	269,194	4,730,900
Whalebone	119,186	132,726

SHIPPING.

The number of vessels and their tonnage which cleared for German ports in the fiscal year ending June 30, 1868, was as follows:

	American. Vessels.	Tons.	Foreign. Vessels.	Tons.
To Prussia	2	806	42	11,707
To Hamburg	3	1,894	96	144,842
To Bremen	24	31,586	241	271,057
Total	29	34,286	379	427,606

The number of vessels and their tonnage entered during the same time was as follows:

	American. Vessels.	Tons.	Foreign. Vessels.	Tons.
Prussia	.	.....	2	834
Hamburg	.	.....	97	155,888
Bremen	16	30,971	187	242,324
Total	16	30,971	286	409,046

FRANCE.

Our exports to France during the fiscal year ended June 30, 1868, amounted to $45,945,864, of which $43,386,384 was to Atlantic and $2,559,480 to Mediterranean ports.

Our imports from France amounted to $26,921,951, of which $23,444,815 was to Atlantic and $3,477,136 to Mediterranean ports.

The tonnage was as follows:

	Entered. Amer'n. Tons.	For'n. Tons.	Cleared. Amer'n. Tons.	For'n. Tons.
France on the Atlantic	64,923	74,678	114,513	73,523
France on the Mediterranean	11,563	9,158	25,648	4,086
Total	76,486	83,836	140,161	77,609

Commerce of Philadelphia.

The *North American* publishes a statement of the foreign trade of Philadelphia for the year ending June 30, 1870 The following are leading figures: Of commodities, the growth, produce and manufacture of the United States, to foreign countries, the exports were $16,096,227, or as stated in another place, $16,903,072, Imports subject to duty, $14,500,797; free of duty, $389,107. Immigrants arrived, 1,007. Vessels cleared, 726; entered, 864. Coastwise, entered, 1,111; cleared, 1,165. Duties collected, $8,345,794 01.

Journal of Railroad Law.

RAILROAD COMPANIES—RELATIONS BETWEEN SHIPPER AND CARRIER—WAIVER OF RIGHTS UNDER CONTRACT.

The facts in the late case of the Chicago and Northwestern Railway Company *vs.* Van Dresar and ano., (22 Wis. 511), are as follows:

Van Dresar & Bartlett shipped thirty two head of cattle from Fond du Lac to Chicago, by the C. & N. W. Railway. Bartlett attended to loading the cattle, fifteen of which were put in the only open cattle car that the company had at the depot, and seventeen in a box car. It does not appear that Bartlett made any objection to the use of the latter. The contract signed by both parties stated that the company was not to be liable "for any damage said property (might) sustain, except such as (might) result from a collision of trains, or where cars (were) thrown from the track in course of transportation," and that the cattle were "to be fed and taken care of by the owner." The "printed tariff" of the company is also declared to be a part of the contract; and a portion of the same, printed on the same sheet with said contract, provides that "when live stock is shipped the owner or his agent is to feed, water and to take care of his stock at his own expense and risk, and is to assume all risk of injury or damage that the animals may do to themselves or each other, or which may arise from delay of trains."

The cattle were put on the train about nine o'clock A. M., and in the usual course of events would have reached Chicago by five or six o'clock next morning. Plaintiffs did not send any person along in charge of them. When the train reached Bellville station a large proportion of those in the box car were found fallen down and piled upon each other, so that the company's agents thought it necessary in order to save them from further injury to switch off the car, and get them out, and inclose them in a yard adjoining its road, used for loading cattle at that station. During the night some of the cattle escaped from the yard, and three of them were killed and another injured by a train on said road. The action below was brought by Van Dresar & Bartlett for the damages thus sustained which are alleged in the complaint to have been caused by the negligence of the company. There was contradictory evidence as to whether the yard at Bellville station was surrounded by a substantial fence. The evidence tended to show that one of the cattle was wild and unruly and broke down the fence, and after escaping broke another fence; but there was a conflict of evidence as to plaintiffs' knowledge that the animal was unruly. It appeared that plaintiffs had previously, at different times, shipped cattle on this road. Van Dresar as a witness for them, was asked "Had it been usual for you to go with the stock shipped over defendant's road?" and, an objection to the question being overruled, answered in the negative. Question: In the shipment of stock from Fond du Lac to Chicago, did they require any watering or feeding on the way?" Objection overruled. Answer: "I never considered it necessary, and never did it." Bartlett, for the plaintiffs was permitted against objection to testify that an open car is best for cattle and why.

Verdict and judgment for the plaintiffs, and defendant sued out a writ of error.

The following is the able opinion of the Court delivered by

COLE, J.—We think the question asked the witness Bartlett, as to which was the better car for shipping cattle in, was improper, and should have been ruled out. This witness was one of the owners of the stock, and himself assisted in loading the cattle on the cars at Fond du Lac. He saw that one of the cars was a box car, but still he saw fit to ship his cattle in it. It does not appear that he made any objection to the kind of car; and if he deemed it unsuitable for the purpose, he should have then insisted upon having an open car. We certainly think, after he had himself aided in loading the cattle upon that car without any sort of objection, that he ought not to be permitted to say that the cattle should have been shipped in some other kind of car. By the express condition of the contract the stock was "to be loaded and unloaded, watered and fed, by the owner, and at his risk in all respects, except" as otherwise therein specified. And after having accepted the box car and loaded his cattle in it we think it was too late for him to say that an open car should have been furnished. Betts *vs.* Farmers' Loan and Trust Co., 21 Wis. 80.

We think the defendant was entitled to have the first instruction given to the jury in terms as asked. That instruction was: "It appears from the contract for the transportation of the cattle, made between the plaintiffs and defendant, that the cattle were to be fed and taken care of by the owners the plaintiffs in this action; and if you find from the evidence that the plaintiffs neglected this part of the contract, and such neglect contributed to the injury of the cattle, then the plaintiffs are guilty of such negligence on their part as will bar them from recovering in this action." The court gave the instruction with the qualification "unless the jury find that the defendant waived that part of the agreement." There can be no doubt that by the contract the plaintiffs were to take care of the cattle on the road during their transportation. For one clause of the contract is in the following words; "When live stock is shipped, the owner or agent is to feed, water and take care of his stock at his own expense and risk, and is to assume all risk of injury or damage that the animals may do to themselves or to each other, or which may arise from delay of trains." This is an important provision of the contract, and there is no evidence in the case from which the jury would have been authorized in finding that the company waived it. The very injury which did happen, in all probability, resulted from the neglect of the plaintiffs to send some one with the cattle to take care of them as they were bound to do. At all events the company was entitled to have that simple question submitted to the jury upon all the evidence. Of course, it was competent for the company to waive this provision of the contract; but there is not the least evidence that it ever did. And hence it was well calculated to distract the attention of the jury from the real points in the case, by raising the question of waiver, which did not arise upon the evidence. In the general charge, the court likewise, in effect, instructed the jury, that the evidence showed that it had not been the custom of the plaintiffs to go on the train with their cattle and that it did not appear that the company refused to transport the cattle for that reason; and that if the company had been in the habit of conveying the cattle for the plaintiffs without their presence on the train, the jury might receive this evidence as tending to prove that the company waived that part of the contract in this case, and took on itself the care of the cattle on the way, but we do not suppose it was necessary that the company should refuse to transport the cattle unless some one went with the train to look after them in order to entitle it to raise this defense. The contract was specific upon the point that the owner was to take care of the stock, and assume all risk of injury which the animals might do to each other while *in transitu*. The Circuit Judge ruled that the fact of the company having transported cattle for the plaintiffs without their presence on the train, tended to prove that it had waived this part of the contract in this case. But as we have already said, we do not think there is any evidence from which the jury would have been warranted in finding that there was a waiver of this part of the agreement. And if the neglect of the plaintiffs to perform this duty contributed to the injury of the cattle, then it is clear that the company is not liable.

We do not deem it necessary to notice the other points discussed in the brief of the counsel for the company. The errors already noticed are sufficient to reverse the judgment, and on a new trial new proofs may show a different state of facts.

The judgment of the Circuit Court is reversed, and a new trial ordered.

Fluctuations of Securities.

It is curious, in comparing past years with the present, to notice the many fluctuations of Rail road securities; at one time apparently worthless, and at another, under more favorable management, springing up and maturing into a steady and remunerating value. If the past does but repeat itself in the future we may yet see the Hartford and Erie compete successfully with its flourishing rival. Among these growths of the last ten years there are none more striking and promising than the Vermont Central, Ogdensburg and Rutland Railroads. Nine years ago the first mortgage Bonds of the Vermont Central were sold at 10 per cent., $100 for $1,000. Since then the company has given a new bond of 50 per cent., $500 to every holder of $1,000, and $1,000 can now be realized for a purchase of $100. The second mortgage, at the same time, sold as low as ½ per cent., $6 for $1,000—now at 40 to 42. The gross earnings of the road the past year amount to nearly $2,000,000.

In 1862 Ogdensburg first mortgage sold at 61. They are now converted into an 8 per cent. preferred stock, selling at 110; second mortgage sold at $20 for $1000, now common stock of Ogdensburg and Lake Champlain, and selling at 90, or $900 for $20 paid.

Ruatlnd and Burlington first mortgage Bonds were sold as low as 18 per cent. In 1868 the company was re-organized as the Rutland Railroad, and the first mortgage Bonds are now represented by the preferred stock of the Rutland Railroad, and were converted for principal and interest at an amount equal to $2,370. The stock now sells at 83, being 7 per cent., free of Government tax. The second mortgage Rutland and Burlington Bonds were, in 1862, almost valueless, selling at $10 for $1,000. These Bonds are now common stock of the Rutland Railroad—converted at the rate of $1,950 for each bond—the stock now 80 to 82.

The business of all these roads is showing a steady increase, and the completion of Northwestern lines—St. Paul's to Duluth, and the Northern Pacific—cannot fail to render them of additiona value. The completion of the Caughnawa Canal, which will unite the waters of the St. Lawrence with Lake Champlain, may be looked for at an early day. Then vessels of large tonnage will be only eight days from Duluth to Burlington.—*Boston Journal.*

Memphis and Little Rock Railroad.

The Memphis and Little Rock railroad, according to the contract made between Messrs. Epperson, Brinkley and others, and the City of Memphis, was to have been completed by the first of July, 1870. The purchasers of the stock of the City of Memphis, having failed to comply with the contract, the *Avalanche* says the city can now promptly cancel the contract and resell the stock to the same or other parties. The offer to buy the stock, made by Warren Fisher, Jr., of Boston, a few weeks before it was sold to Epperson & Co., was rejected, because it was said Warren Fisher, Jr., would not or could not build the road. Yet Mr. Fisher has this year built of the Little Rock and Fort Smith railroad sixty miles, and is now also engaged on the Cairo and Fulton road from Little Rock northward.

Rochester and Pine Creek R. R.

Papers have been placed on file in the office of the Secretary of State of the State of New York, for the organization of the Rochester and Pine Creek Railway Company. This road will be about twenty-seven miles long, running from Castile, Wyoming county, to Caledonia, Livingston county, through the towns of Castile, Perry, Covington, York and Caledonia. The stock subscription amounts to over $30,000, and the towns already bonded give the company over $300,000 to start with. The officers are: James Wyckoff, President; A. Kennedy, Vice President; H. N. Page, Treasurer; Geo. A. Sanders, Secretary.

Cairo and Fulton Railroad.

The Arkansas *Gazette* of July 12th says that about five miles of this road are graded and ready for the ties, and work is rapidly progressing on the whole of the first twenty miles of the road. It is thought that grading on the twenty miles will be completed by the 1st of October. The engineers are now in the vicinity of Jacksonport. They crossed Little Red River about ten days since at Peach Orchard Bluff. The line varies but little from the old survey.

☞ The great trans-Alpine railways in Europe will probably soon be imitated in South America. There is talk in Chili of the possibility of a railroad being constructed through the Cordillera Mountains, engineers saying that the Pass "Planchon" does not present very serious difficulties. This trunk railway line would eventually cross the continent and unite Valparaiso with Buenos Ayres.

☞ Iron, sufficient to lay about two hundred miles of the North Pacific Railroad track, has been purchased at three or four different points in Pennsylvania. It will soon be sent forward to its destination, and it is the intention of the directors to push forward the work with all possible dispatch.

☞ A construction train of the Milwaukee Rockford, Rock Island and St. Louis Railroad was at Vermont, Fulton Co., Ill., on the 25th, laying track, from Beardstown.

Dunkirk, Warren and Pittsburg Railroad.

The Dunkirk, Warren and Pittsburg Railroad Company has consolidated with the Conewango Valley Railroad Company. The impediment to the completion of the line of the former company was removed by act of legislature last winter, and the cars will soon be running all the way, over the line from Dunkirk to Warren, Pa., and probably from Buffalo to Pittsburg. The officers are as follows: President Timothy D. Copp, Sinclearville, Chautauqua City; vice-president, Lewis F. Watson, Warren, Pa.; treasurer, Truman E. Coleman, Dunkirk; secretary, John F. McPheeson, Warren, Pa.

☞ Messrs. Willis Phelps & Co., of Springfield, Mass., are discussing the subject the introduction of Asiatic laber on the railroad they are building from Framingham to Lowell. The people along the line of the Athol and Enfield road, also under contract to Mr. Phelps, are said to be anxious for the Chinese, as a peaceable and industrious contrast to other foreign elements.

☞ The engineers on all the sections of the Shenandoah Valley Railroad, extending from Hagerstown to Salem, Va., have finished their surveys, and are now engaged, says the Shepherdtown *Register*, at Luray preparing the general map and profile of the road, and we have every assurance that in a very short time the road will be under contract.

☞ The State of Indiana is out of debt, or will be practically so on the 1st of September. The State Treasurer notified the holders of the State bonds that he would pay them on the 1st of July. A portion of the bonds were presented, and now notice is given that after the 1st of September, 1870, interest will cease.

☞ Wm. G. Leduc, Oakes Ames, Alexander Mitchell, Russell Sage, Julius Wadsworth, W. J. Gurnee, N. A. Cowdery, F. P. James and L. P. Morton were yesterday elected directors of the Hastings and Dakota road.

☞ The whole of the proposed new railroad from Schenectady to connect with the Albany and Susquehanna Railroad at Duanesburg, is said to have been placed under contract for immediate construction.

☞ The prospect now is that the trains on the Portland and Ogdensburg road will be running to Sebago Lake by August, and to Fryeburg by January.

☞ A large force has been put to work upon the Western Union Railroad Extension; and it is believed the first twenty miles will be graded and, ready for the superstructure in sixty days.

☞ The cars are now running to Canton on the Portland and Oxford Central Railroad.

To Contractors.

PROPOSALS will be received until the 30th day of July for completing the Buffalo and Washington Railway from South Wales to Olean, a distance of about 47 miles. Specifications and plans can be seen at the Engineer's office, No. 62 Exchange st., on and after Monday, the 18th inst. The company reserve the right to reject all propositions. Address B. C. Rumsey, No. 60 Exchange-street.

Buffalo, July 14, 1870.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON.
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, July 7, 1870.

A DIVIDEND OF FIVE PER CENT. IN CASH, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next, to the holders of full paid shares registered at the close of the 16th day of July inst. after which date, and until the 5th day of August next, the transfer books will be closed.

THOMAS E. WALKER, Treasurer.

INTEREST ON CITY STOCKS. The Interest on the Bonds and Stocks of the City of New York, due August 1st, 1870, will be paid on that day, by John J. Bradley, Esq., Chamberlain of the City, at his office in the New Court House.

The Transfer Books will be closed Friday, July 1st, 1870.

Department of Finance, Comptroller's Office, New York, June 27, 1870. } RICHARD B. CONNOLLY, Comptroller.

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2,500 " 50 lbs. " " "

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235 MILES IN LENGTH,
NOW NEARLY COMPLETED.

This company are now pushing their work forward with great rapidity, and the entire line necessary to connect St. Louis and St. Paul is graded and under contract to be finished this season. The road runs through the richest and most thickly settled portion of Iowa, and is built in the interests of the great Northern system of roads which centre at St. Paul. The First Mortgage Bonds of the Company pay 7 per cent. Gold Interest, free of Government tax, and are issued for the very small amount of $16,000 per mile. For the present, the unsold portion are offered at 95 and accrued interest. The attention of investors is invited to the fact that the road is now nearly finished, and that the Security is therefore entitled to a high rank. We believe there will be no more favorable time to sell Governments, and buy really First-class Railroad Securities—such as these—than the present. After a full examination we have accepted an Agency for the Sale of the above First Mortgage Bonds, and desire to recommend them to our customers as a thoroughly safe as well as profitable investment.

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RED RIVER CONSTRUCTION COMPANY,
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Proposals will be received by the Red River Construction Company, at its office in Minneapolis, for the grading, bridging, trestle and timber work, piling and furnishing ties on the First Division of the Northern Pacific Railroad across the State of Minnesota, (a distance of 230 miles,) at any time after the 25th day of June, 1870; and the work will be awarded and commenced as fast as the line of railroad is located by the Railroad Company's Engineers.

Two-thirds of the line is through a timber country, and is excellent winter work. The soil is principally loam, sand and gravel.

Proposals are invited from contractors of ability and experience, in sections of from one to forty miles. Profiles of the work may be seen at the office of this Company. The entire work is to be completed by the first day of July, 1871.

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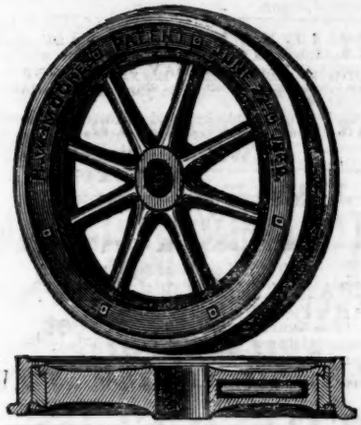

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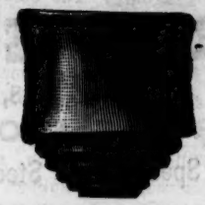

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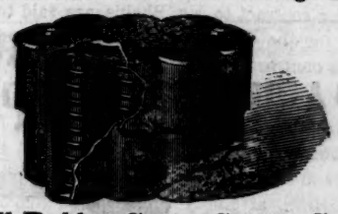

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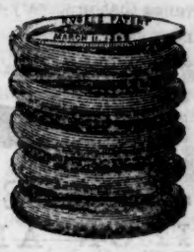

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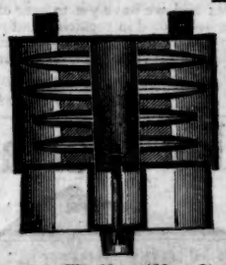

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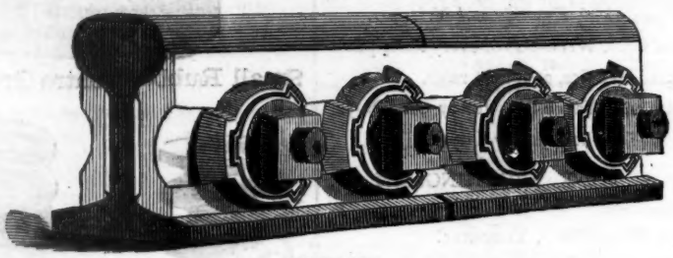

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail,* with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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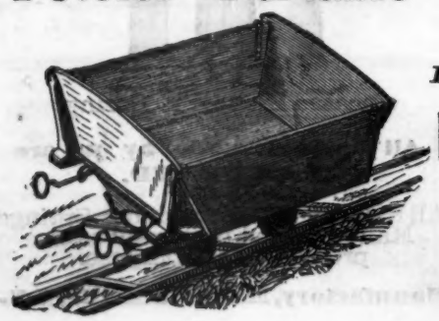

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